

# CITY OF BAKER BICYCLE AND PEDESTRIAN MASTER PLAN

FINAL REPORT

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Prepared by



1836 Valence Street  
New Orleans, LA 70115  
[www.danabrownassociates.com](http://www.danabrownassociates.com)

Prepared for



Capital Region Planning Commission  
333 N 19th Street  
Baton Rouge, LA 70802



Louisiana Department of Transportation and Development  
1201 Capitol Access Road  
Baton Rouge, LA 70802

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# INTRODUCTION

## Purpose and Need

In August 2016 a federally-declared disaster flooding event devastated the City of Baker and surrounding areas. Baker received over 27 inches of rain and was impacted by the overflow in the Amite River Watershed. The Baker Bicycle and Pedestrian Master Plan is an initiative of the City's community recovery plan, titled the Baker United Strategic Recovery Plan ("Baker United"), which identifies growth and development strategies for a stronger Baker.

Baker is a small city within the central portion of East Baton Rouge Parish, located near the Baton Rouge Metropolitan Airport, and Southern University A&M College. According to estimates based on the 2010 census, Baker has a population of 13,694 residents. A population that has remained relatively stagnant since the year 2000.

The City of Baton Rouge is prioritizing a revitalization of the northern part of East Baton Rouge Parish. Ostensibly, this may lead to an increase in population in that part of the parish, which could lead to an increase in population for the City of Baker.

With Baton Rouge placing an added emphasis on the revitalization of the northern part of the Parish, and Baker located just 15 miles away, Baker has the potential to turn into a convenient hub for visitors.

## Project Goals and Objectives

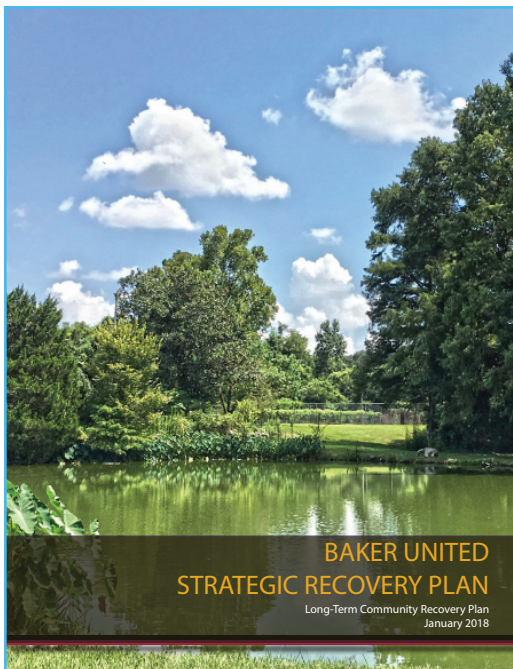
- Increase access to bicycle and pedestrian facilities for all residents
  - Provide alternative transportation opportunities
  - Prioritize facilities that are accessible to all users
- Improve safety for bicyclists and pedestrians
  - Prioritize reductions to crashes, injuries, and fatalities
  - Enhance safety enforcement and crash reporting
- Improve quality of life for residents and visitors
  - Connect commuters and residents to commercial districts, public areas, and other common destinations
  - Support economic development by encouraging walking and biking to destinations by users of all means of travel
  - Encourage the use of public facilities at recreational centers and open spaces
- Promote education and awareness for roadway users
  - Distribute and advertise educational materials and public information campaigns on safe walking, biking, and driving
  - Sponsor bicycle and pedestrian programs and events
- Collaborate with other planned transportation improvements
  - Leverage resources by implementing projects in coordination with other capital improvements
  - Connect the city to external routes that allow travel between neighboring areas

## Related Policies, Plans, & Studies

### Local Plans

#### **Baker United Strategic Recovery Plan (2018)**

The Baker United Strategic Recovery Plan (“Baker United”) is the city’s plan for recovery and visionary projects to create a “stronger, safer and more resilient future.” Baker United aligns with the federal National Disaster Recovery Framework. The plan was directed by a Steering Committee comprised of residents, business owners, and City officials. The Committee held 35 meetings and two community meetings to develop goals related to community planning; housing; infrastructure; economic development; health and social services; and natural and cultural resources. These goals illuminated the need for a bicycle and pedestrian master plan. The Capital Regional Planning Commission is directing the Baker Bicycle and Pedestrian Master Plan, supported by funding from LaDOTD and the City of Baker.



### Regional Plans, Policies, and Studies

#### **East Baton Rouge Comprehensive Plan (2018)**

The comprehensive plan acknowledges that a modern transportation system must include pedestrian and bicycle access. Bicycle and pedestrian facilities contribute to access management, which improves safety for vehicle users, pedestrians, and bicyclists. The presence of bicycle and pedestrian facilities provides the opportunity for residents to reduce vehicle use for short trips, thus alleviating localized congestion. These facilities also provide safe travel modes for children and the elderly to access community resources.

#### **MOVE 2042: Metropolitan Transportation Plan (2018)**

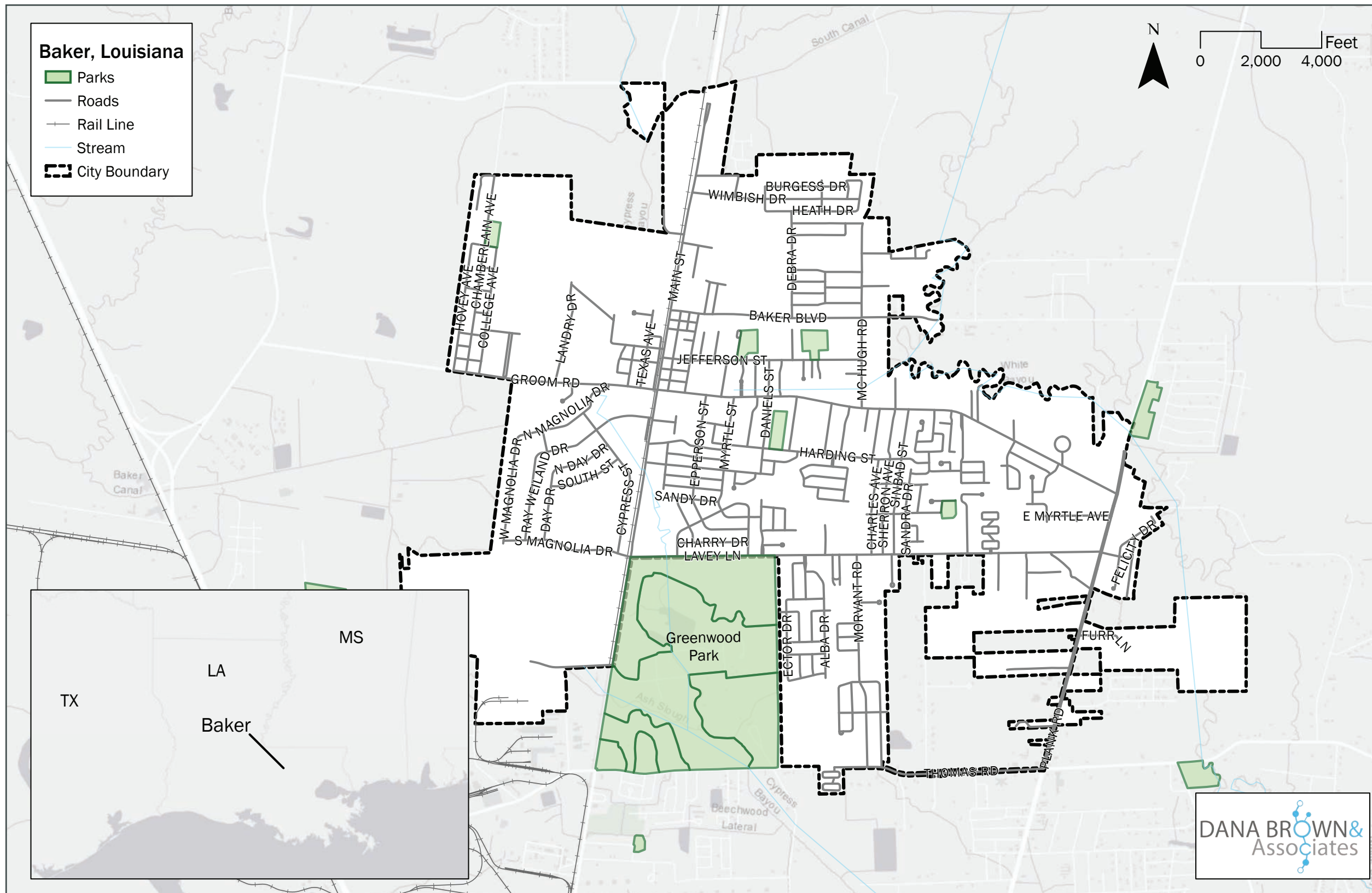
The Metropolitan Transportation Plan (MTP) (“MOVE 2042”) is a long-term plan that is a required deliverable of the Metropolitan Planning Organization; it replaced the Capital Region 2037 Long Range Plan. MOVE 2042 guides transportation planning and identifies project priorities for transportation issues in the Capital Region. The plan directly acknowledges the transportation improvement efforts occurring in Baker related to post-disaster long-term recovery. It also highlights the circumstance of Baker’s average low-income per capita that incentivizes residents to walk and bike out of necessity. In addition, Baker residents are served by the Capital Area Transit System (CATS) and Reliant paratransit which operate throughout Baton Rouge and into Baker.

#### **CRPC Transportation Improvement Program (2018-2022)**

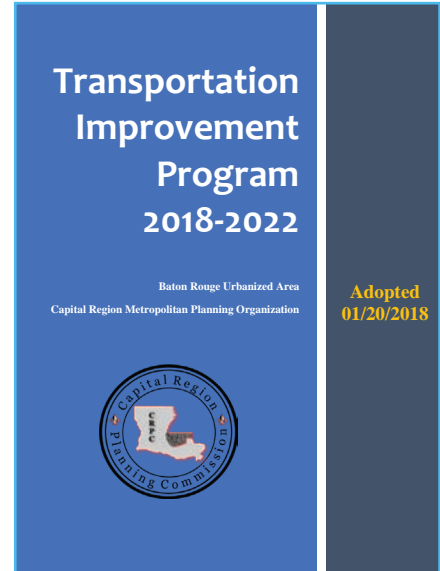
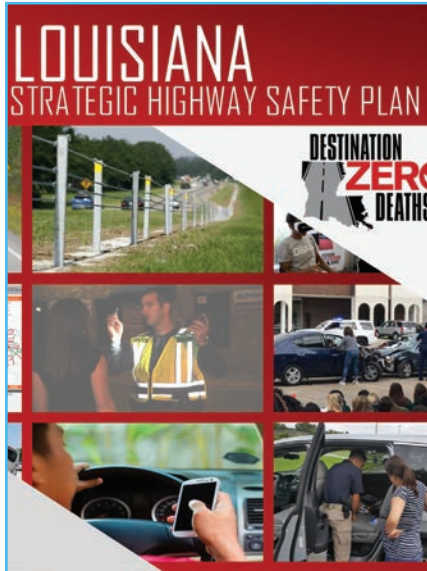
The Transportation Improvement Plan (TIP) is a short-term plan that is a required deliverable of the Metropolitan Planning Organization. A TIP includes projects from the MTP that are approaching construction within a five-year period. The 2018-2022 TIP includes the Bike and Pedestrian Master Plan as a study that was authorized in 2018. Although the TIP does not include any projects in Baker, there are two proposed projects just outside the city limits that could impact city transportation.

1. Wimbush Drive to Lower Zachary Road
2. LA 67: US 61/190 to LA 3006

FIGURE 1: PROJECT LOCATION







**CRPC Non-Motorized Transportation Plan (2009)**

The Non-Motorized Transportation Plan is an effort by the CRPC to support and encourage bicycle and pedestrian travel in the Capital Region, particularly by choice. The Plan identifies two non-motorized projects that were completed in Baker including pedestrian access improvements and beautifications in 1995 and a sidewalk program in 2001.

**CRPC Bicycle and Pedestrian Safety Coalition**

The safety coalition mitigates the frequency of fatal bike and pedestrian crashes by supporting infrastructure improvements, promoting bicycle law campaigns, improving crash data reporting, purchasing safety equipment, offering design and education workshops, and utilizing Complete Streets policies in design approaches. CRPC also collaborates with stakeholders, BREC (Baton Rouge Recreation and Parks Commission), and Southern University to conduct safety courses.

**State Plans, Policies, and Studies**

**Louisiana Statewide Transportation Plan (2015)**

The Louisiana Transportation Plan identifies transportation projects across the state. It operates using a performance-based approach and prioritizes projects based on factors such as geographic balance,

equity, and local support. The plan presents a list of high-cost capacity enhancement projects that are of major interest, one of which is located in Baker. LA 67 (Plank Road) that runs along the eastside of the city from Baker to Clinton was determined to need widening from two to four lanes—a project that would cost approximately \$70 million and was not included in the plan’s funding scenarios.

**Louisiana Statewide Bicycle and Pedestrian Master Plan (2009)**

The Louisiana Statewide Bicycle and Pedestrian Master Plan provides LaDOTD with a policy approach and policy recommendations intended to increase and encourage walking and biking on and along roads within the state. The plan states that, due to the state’s high poverty rate and low household income level, 12% of households did not have a car and nearly 2.5% of Louisiana residents primarily walked or biked to work in 2000. This figure does not include recreational walkers and bikers. Therefore, the plan and the federal surface transportation law promotes integrating biking and walking into planning development projects. In relation, the FWHA policy (2000) states that these facilities be incorporated “unless exceptional circumstances exist”.

**Complete Streets Work Group Final Report (2010) and Complete Streets Policy (amended 2016)**

Complete Streets began as a reform concept to the traditional approach used by transportation engineers to maximize vehicle efficiency. As this report describes, the Complete Streets policy and design approach operates under the alternative concept that “streets are not complete until they are safe for all users”(2). Complete Streets benefits include “improved safety; mobility and safety for children; mobility for disabled Americans; mobility for older Americans; promote active living; support environmental policies aimed at reducing emissions; support economic development; and lower household transportation costs.” Common concerns of Complete Streets revolve around liability exposure and maintenance (a local responsibility).

The State of Louisiana adopted a Complete Streets policy that integrates Context Sensitive Solutions (CSS) into project design features. The policy states that LaDOTD should design pedestrian and bicycle facilities for all new and reconstruction roadway projects. The only conditions when these facilities would be deemed inappropriate are if: they are where walkers and bikers are prohibited; there is a disproportionate need; there is an absence of need or prudence; they are on projects that are preservation/operations/rehabilitation/replacement only.

Similar to the long-range bicycle map, LaDOTD provides a statewide Bicycle Suitability Map (2012) that shows road types, traffic volume, suggested cross-state bicycle routes, and roads that are not recommended for bicycle use.

**Louisiana Highway Safety Plan (2018)**

Federal law requires that every state create and adopt a Strategic Highway Safety Plan (SHSP). The plan aims to reduce fatalities and injuries along highways. The safety of vulnerable users, bicyclists and pedestrians, are a priority of the SHSP. As a result, the SHSP includes a program area specifically related to bicycle and pedestrian activity. Performance targets for this area include reducing bicyclist and pedestrian average annual fatalities by 1% based on a five-year average. To accomplish this, over \$650,000 of funding was allocated in FY 2018 towards bicyclist and pedestrian safety.

**Long-Range Bicycle Map – Statewide (2018)**

The Long-Range Bicycle Map is a GIS tool that provides high-level facility guidance that is context-based. The map presents bicycle facilities within the state highway system, along with the current bicycle level of service and reconstruction roadway projects.

# EXISTING CONDITIONS

## Demographic, Land Use, and Environmental Conditions

### Demographic Profile

#### Population and Employment Trends

Current population trends for Baker, East Baton Rouge Parish, and the State of Louisiana are summarized in Table 1. The population of Baker has remained relatively unchanged since the 2000 Census, decreasing only 0.7%. Meanwhile, the parish and state have seen population growth at rates of 8.1% and 4.4% over the same period.

Population growth in East Baton Rouge Parish is expected to decline over the next two decades. According to estimated data provided by the State of Louisiana, the total parish population peaked in 2010 with 433,700 residents, and the projected population for 2030 is 421,500, a 2.8% percent decrease.

#### Demographic Groups of Interest

Bicycle and pedestrian facilities should be accessible to users of all ages and abilities, particularly members of traditionally-underserved populations, specifically low-income, minority, and vulnerable populations such as elderly residents, disabled residents, and households without vehicles. Tables 2 through 8 show the recent demographic trends of these groups within Baker, East Baton Rouge Parish, and the State of Louisiana.

The percent of low-income residents, those whose income is below the poverty level (shown in Figure 3), is comparable among the city, the parish, and the state. However, the percent of low-income residents in Baker has increased 32.3% since 2000. Over the same period, the unemployment rate has dropped much more significantly than the parish or state, resulting in a rate of 4.8% in 2017.

The elderly population, those 65 and older, in Baker is consistent with that of the parish and less than that

of the state; however, the city's elderly population is increasing at a slower rate than the parish and the state. The average age of a Baker resident is 35.8 years. Younger populations live on either side of Groom Road, near LA 19, and near the Wyatt subdivision.

The city's disabled population is lower than the parish and state. The city and the state are experiencing significant decreases in residents with disabilities, at a rate of 36.6% and 40.0% respectively. (Note: This figure is based on an estimate over a 17-year period; there was no available data for 2010.) The majority of residents with disabilities live in central and southeastern Baker.

The percent of Baker households with no vehicle available is 2.3%, lower than the parish and state. Households that have one vehicle available (37.4%) is close to the parish and state average. Of the residents with at least one vehicle available, those in Baker, like parish and state residents, are far more likely to drive alone or carpool rather than take public transit, walk, bike, or use another method of travel. The majority of households without an available vehicle reside west of LA 19.

### Land Use

#### Land Use and Zoning

Baker is comprised of mostly light commercial and single-family residential zoning. Some mobile home subdivisions, multi-family housing, and transitional districts exist throughout the city. Light industrial uses are located at the western end of Groom Road and northern and southern ends of Main Street. Commercial corridors exist along Groom Road, Plank Road, and Main Street; with development districts along Groom Road and Plank Road. Future annexation plans anticipate expansions in nearly every direction. Future residential housing and accompanying sewer expansion and a fire station are planned along the western end of Groom Road. Other future housing will be located near Baker Elementary School and between Groom Road, Landry Drive, Boxwood Drive, and Cypress Bayou.

**TABLE 1. TOTAL POPULATION (2000-2017)**

JURISDICTION	TOTAL POPULATION			
	2000	2010	2017	Percentage Increase
City of Baker	13,793	13,844	13,694	-0.7%
East Baton Rouge Parish	412,852	435,815	446,167	8.1%
State of Louisiana	4,468,976	4,429,940	4,663,461	4.4%

Source: U.S.. Census Bureau

**TABLE 2. LOW-INCOME RATE (2000-2017)**

JURISDICTION	PERCENT BELOW POVERTY LEVEL (INDIVIDUAL)			
	2000	2010	2017	Percentage Increase
City of Baker	15.5%	14.4%	20.5%	32.3%
East Baton Rouge Parish	17.9%	18.4%	19.1%	6.7%
State of Louisiana	19.6%	18.1%	19.6%	0.0%

Source: U.S. Census Bureau

**TABLE 3. UNEMPLOYMENT RATE (2010-2017)**

JURISDICTION	PERCENT BELOW POVERTY LEVEL (INDIVIDUAL)			
	2010	2013	2017	Percentage Increase
City of Baker	10.7%	9.0%	4.8%	-46.7%
East Baton Rouge Parish	7.4%	8.2%	6.9%	-15.9%
State of Louisiana	7.7%	8.8%	7.2%	-18.2%

Source: U.S. Census Bureau

**TABLE 4. MINORITY POPULATION (2000-2017)**

JURISDICTION	MINORITY (NON-WHITE) POPULATION				
	2010	2013	2017	Percentage Increase	Percent of Total Population in 2017
City of Baker	7,452	10,606	11,145	49.6%	81.4%
East Baton Rouge Parish	180,966	216,953	233,308	28.9%	52.3%
State of Louisiana	1,612,815	1,610,866	1,753,862	8.7%	37.6%

Source: U.S. Census Bureau

**TABLE 5. ELDERLY POPULATION (2000-2017)**

JURISDICTION	ELDERLY POPULATION (65 YEARS AND OLDER)				
	2000	2010	2017	Percentage Increase	Percent of Total Population in 2017
City of Baker	1,374	1,601	1,668	21.4%	12.2%
East Baton Rouge Parish	40,932	48,030	57,209	39.8%	12.8%
State of Louisiana	516,929	557,857	655,848	26.9%	14.1%

Source: U.S. Census Bureau



**TABLE 6. DISABLED POPULATION (2000-2017)**

JURISDICTION	PERCENT BELOW POVERTY LEVEL (INDIVIDUAL)			
	2000	2017	Percentage Increase	Percent of Total Population in 2017
City of Baker	2,533	1,607	-36.6%	11.7%
East Baton Rouge Parish	72,553	61,294	-15.5%	13.7%
State of Louisiana	1,134,139	680,623	-40.0%	14.6%

Source: U.S. Census Bureau

**TABLE 7. MEANS OF TRANSPORTATION TO WORK (2018)**

JURISDICTION	MEANS OF TRANSPORTATION TO WORK			
	Drive (Alone)	Public Transit	Walk	Work from Home
City of Baker	91.2%	0.3%	0.3%	1.3%
East Baton Rouge Parish	83.2%	1.5%	1.5%	2.8%
State of Louisiana	83.0%	1.3%	1.5%	2.8%

Source: U.S. Census Bureau

**TABLE 8. VEHICLES AVAILABLE PER OCCUPIED HOUSING UNIT (2010-2017)**

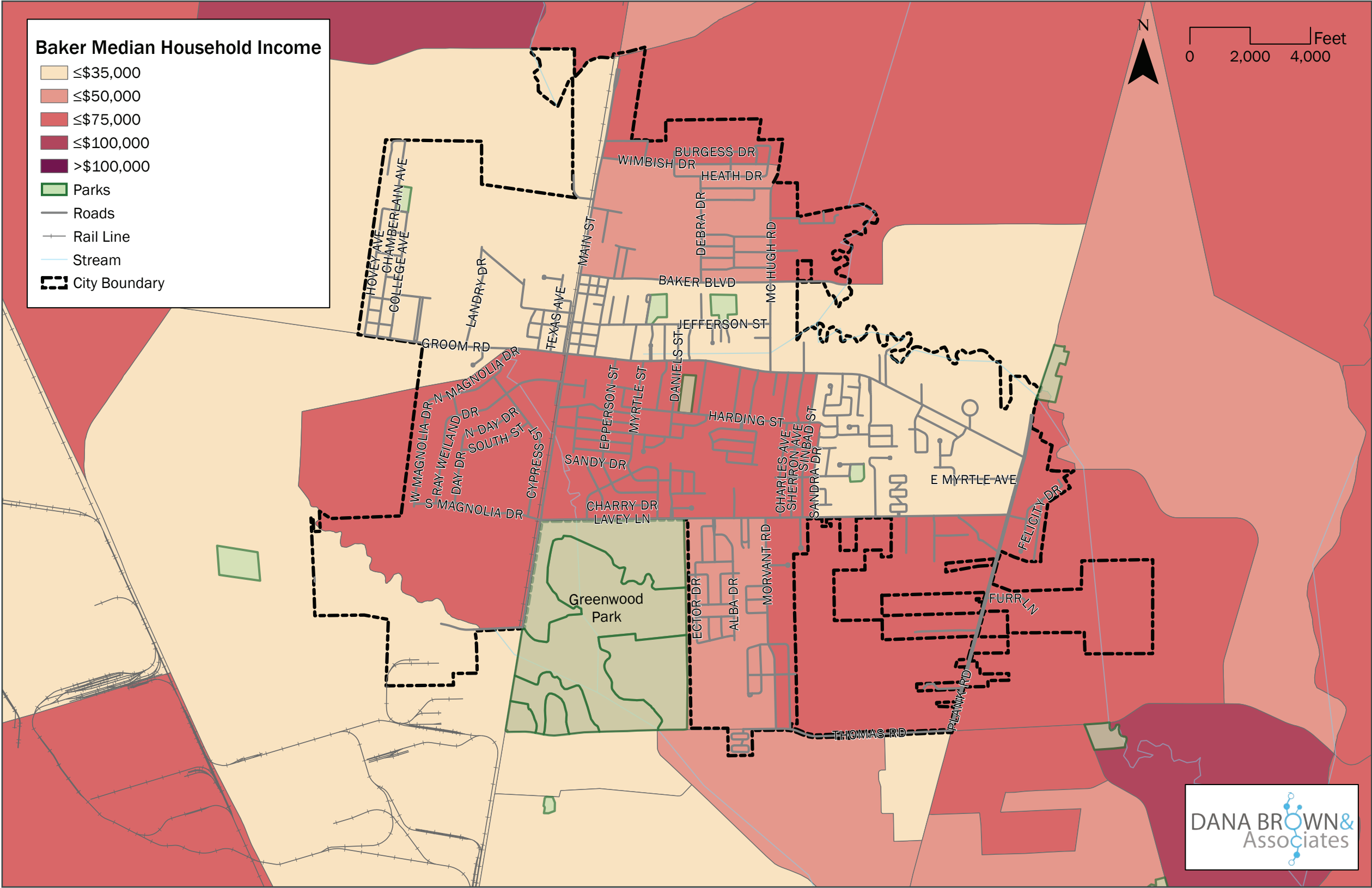
JURISDICTION	VEHICLES AVAILABLE (2010)		VEHICLES AVAILABLE (2017)	
	None	One	None	One
City of Baker	5.9%	42.3%	2.3%	37.4%
East Baton Rouge Parish	7.9%	37.8%	7.2%	39.2%
State of Louisiana	8.5%	36.1%	8.5%	37.0%

Source: U.S. Census Bureau

**FIGURE 2: BAKER RESIDENTS DISCUSSING LOCATIONS FOR FACILITIES DURING A PUBLIC WORKSHOP**



FIGURE 3: MEDIAN HOUSEHOLD INCOME



## Vacancy

FEMA found that the 2016 rain event flooded 3,601 of 5,601 Baker homes (64%), with 40% of homes receiving more than two feet of water. Census data estimates in Table 9 show the vacancy rate increased between 2015 and 2017 in Baker and East Baton Rouge Parish, where heavy flooding occurred at a higher rate than the rest of the state.

## Destinations

Trip destinations serve as key nodes within a transportation system. A productive non-motorized network will provide routes to connect the departure points such as residences to common destinations. Destinations typically include neighborhoods, parks, schools, libraries, government and institutional buildings, and commercial areas.

A bicycle and pedestrian analysis was performed to identify areas with common destinations and therefore high demand for safe routes. Based on its nature, the analysis is location-based and considers the following inputs:

- Population density;
- Employment density;
- Existing parks and recreational facilities;
- Retail, arts, recreation, accommodations, and food services employment; and
- Existing schools.

The Baker public and the project's Steering Committee provided input on destinations that should be considered while the proposed bicycle and pedestrian network is being developed. Key destinations, shown in Figure 4, include:

- Civic facilities on Groom Road;
- Baker High School;
- Baker Middle School;
- Commercial along LA 19;
- Commercial along Plank Road/Walmart;
- Commercial along Ray Weiland Drive;
- Baker Center;
- Greenwood Park/Baton Rouge Zoo;
- Jefferson Street Park and Baker Park; and
- Baker Civic Club and Little League fields.

## **Environment**

Baker is located along the Amite River and the Bayou Sara-Thompson Watersheds. The damage in 2016 was mostly the result of flooding in the White Bayou-Comite River sub-watershed within the Amite River Watershed on the eastern side of Baker. Significant portions of Baker lie in the floodplain (shown in Figure 5) and are at high-risk (blue) or low-to-moderate risk (green) of flooding.

**TABLE 9. HOUSING VACANCY (2010-2017)**

Jurisdiction	2010	2015	2017	Percentage Increase (2010-2017)	Percentage Increase (2015-2017)
City of Baker	9.4%	9.3%	10.4%	1.0%	1.1%
East Baton Rouge Parish	9.8%	11.1%	13.0%	3.2%	1.8%
State of Louisiana	14.1%	13.6%	14.4%	0.4%	0.8%

Source: U.S. Census Bureau

FIGURE 4: LANDMARKS

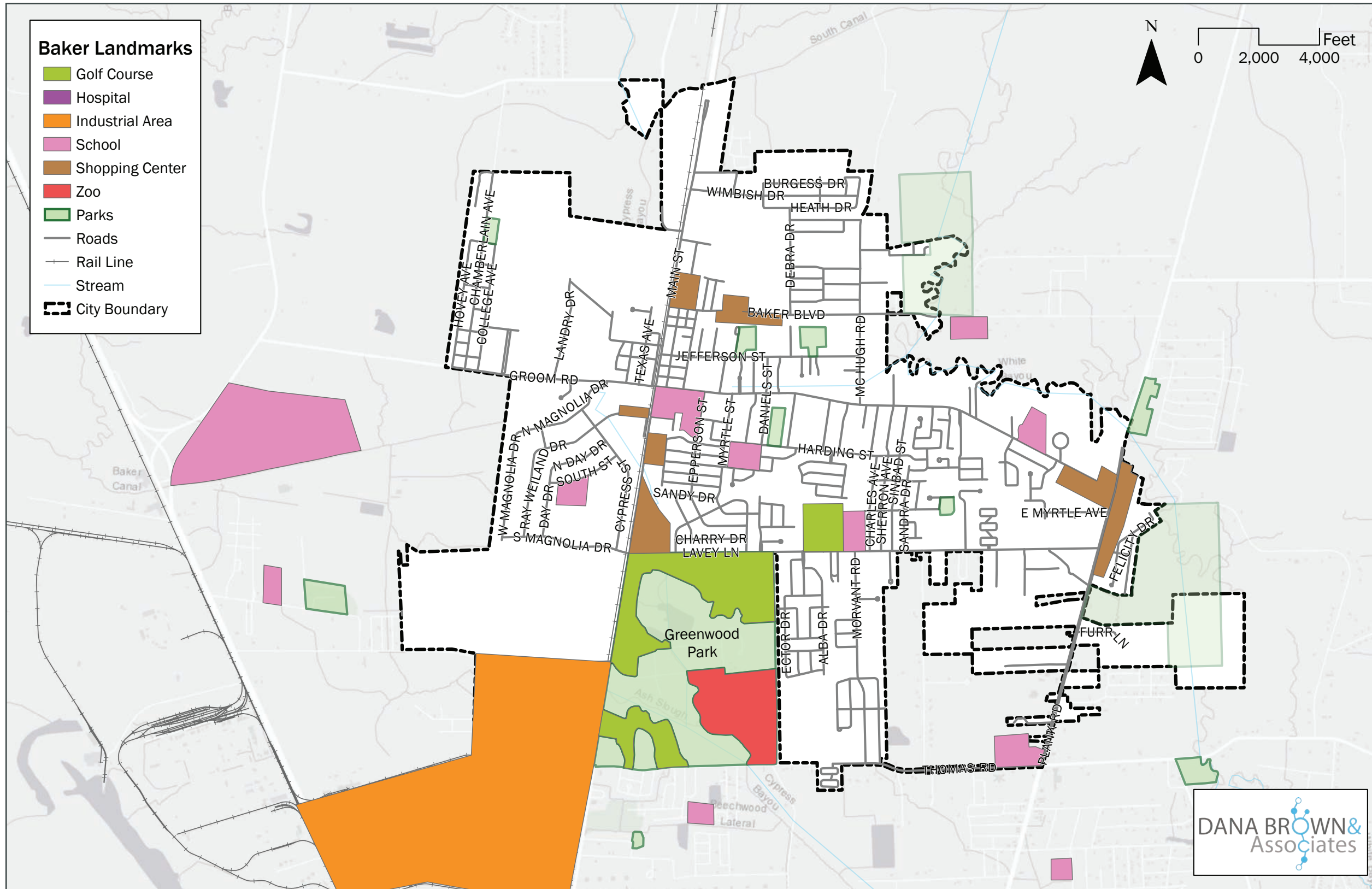
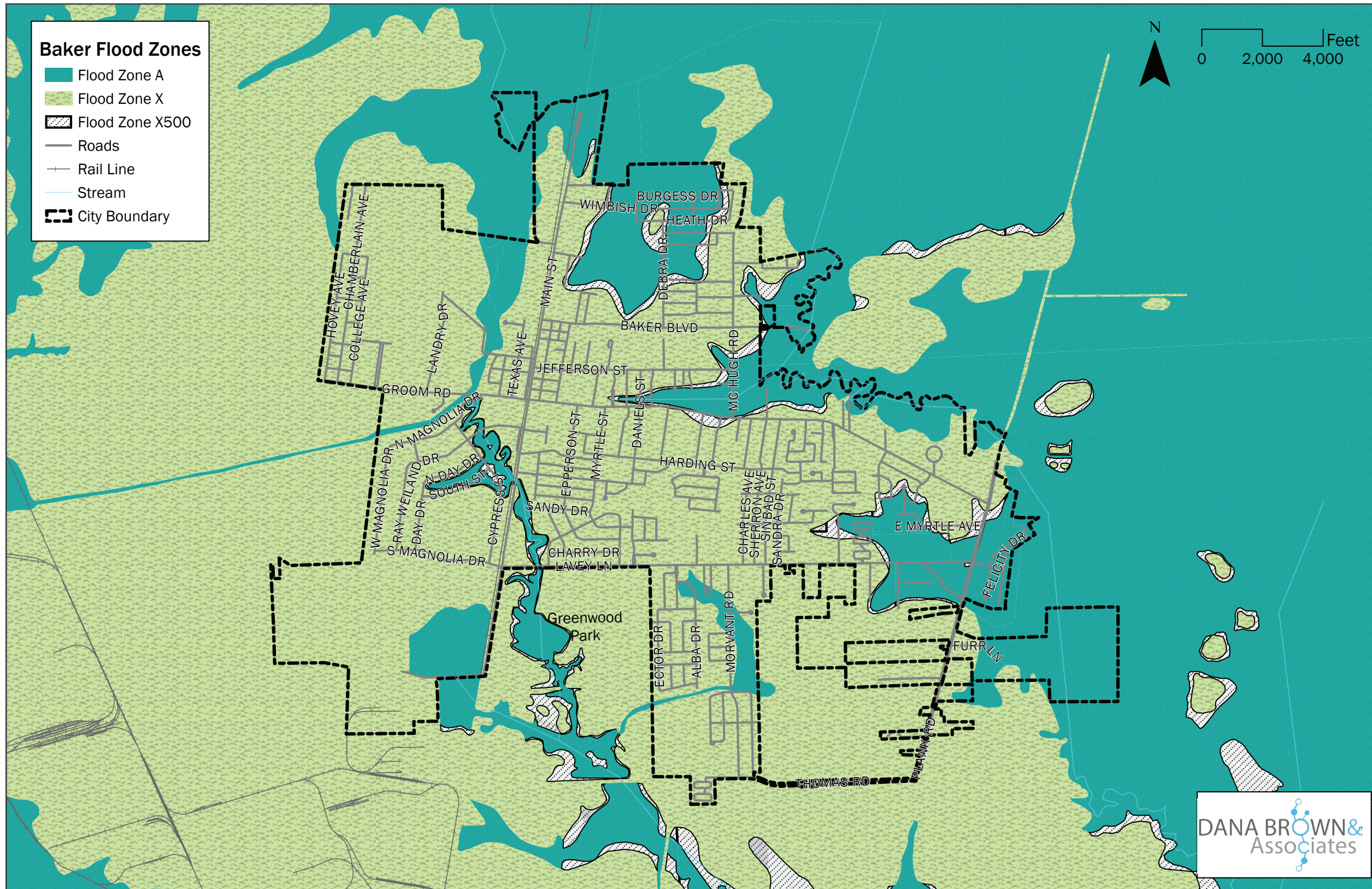




FIGURE 5: FEMA FLOOD ZONES



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# Transportation System

## Roadways

The majority of Baker’s road network is maintained by the Parish or the State. The nearest interstate is I-110, approximately three miles south of Baker. LA 19 (Main Street) and LA 67 (Plank Road) serve as north-south arterials; fed by Groom Road and LA 423 (Thomas Road) as east-west minor arterials, and Baker Boulevard/ Bentley Drive, and LA 3006 (Lavey Lane) as east-west collectors.

The following tables and Figures 6 and 7 contain roadway information gathered from the field and GIS databases. This data was applied to develop proposed multimodal routes in Baker.

Groom Road (Main to Plank)	
Road Type	Minor Arterial (Undivided)
Road Condition	Appears in good condition
ADT (thousands)	2-20
Speed Limit (mph)	40; 20 school zone
Sidewalks	Continuous (both sides)
Bike Facilities	None
Access Issues	None
Existing Drainage	Subsurface

Lavey Lane (Main to Plank)	
Road Type	Urban Collector (Undivided)
Road Condition	Appears in poor condition
ADT (thousands)	<2-10
Speed Limit (mph)	45
Sidewalks	None
Bike Facilities	None
Access Issues	None
Existing Drainage	Open Swale

Groom Road (Hovey to Main)	
Road Type	Minor Arterial (Undivided)
Road Condition	Appears in good condition
ADT (thousands)	<2
Speed Limit (mph)	35
Sidewalks	Continuous (one side)
Bike Facilities	None
Access Issues	None
Existing Drainage	Subsurface

Morvant Road (Lavey to Thomas)	
Road Type	Urban Local (Undivided)
Road Condition	Appears in good condition
ADT (thousands)	2-10
Speed Limit (mph)	25
Sidewalks	None
Bike Facilities	None
Access Issues	None
Existing Drainage	Open Swale

Baker Boulevard/Bentley Drive (Main to Plank)	
Road Type	Urban Collector (Undivided)
Road Condition	Appears in good condition
ADT (thousands)	<2
Speed Limit (mph)	30
Sidewalks	None
Bike Facilities	None
Access Issues	None
Existing Drainage	Open Swale

McHugh Road (Northern Boundary to Groom)	
Road Type	Urban Collector (Divided)
Road Condition	Appears in fair condition
ADT (thousands)	<2-4
Speed Limit (mph)	30
Sidewalks	Continuous (one side)
Bike Facilities	None
Access Issues	None
Existing Drainage	Subsurface

FIGURE 6: AVERAGE DAILY TRAFFIC

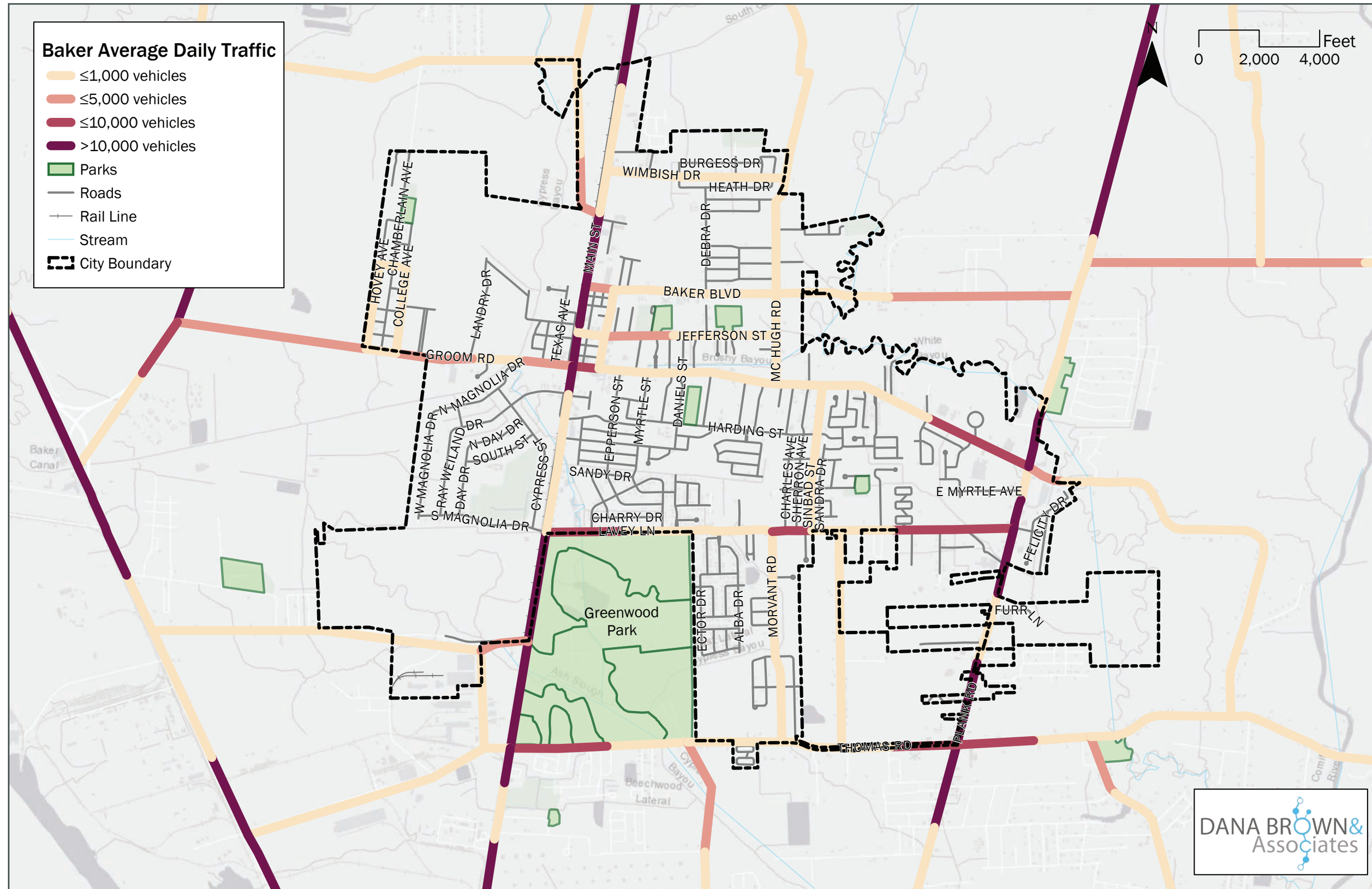
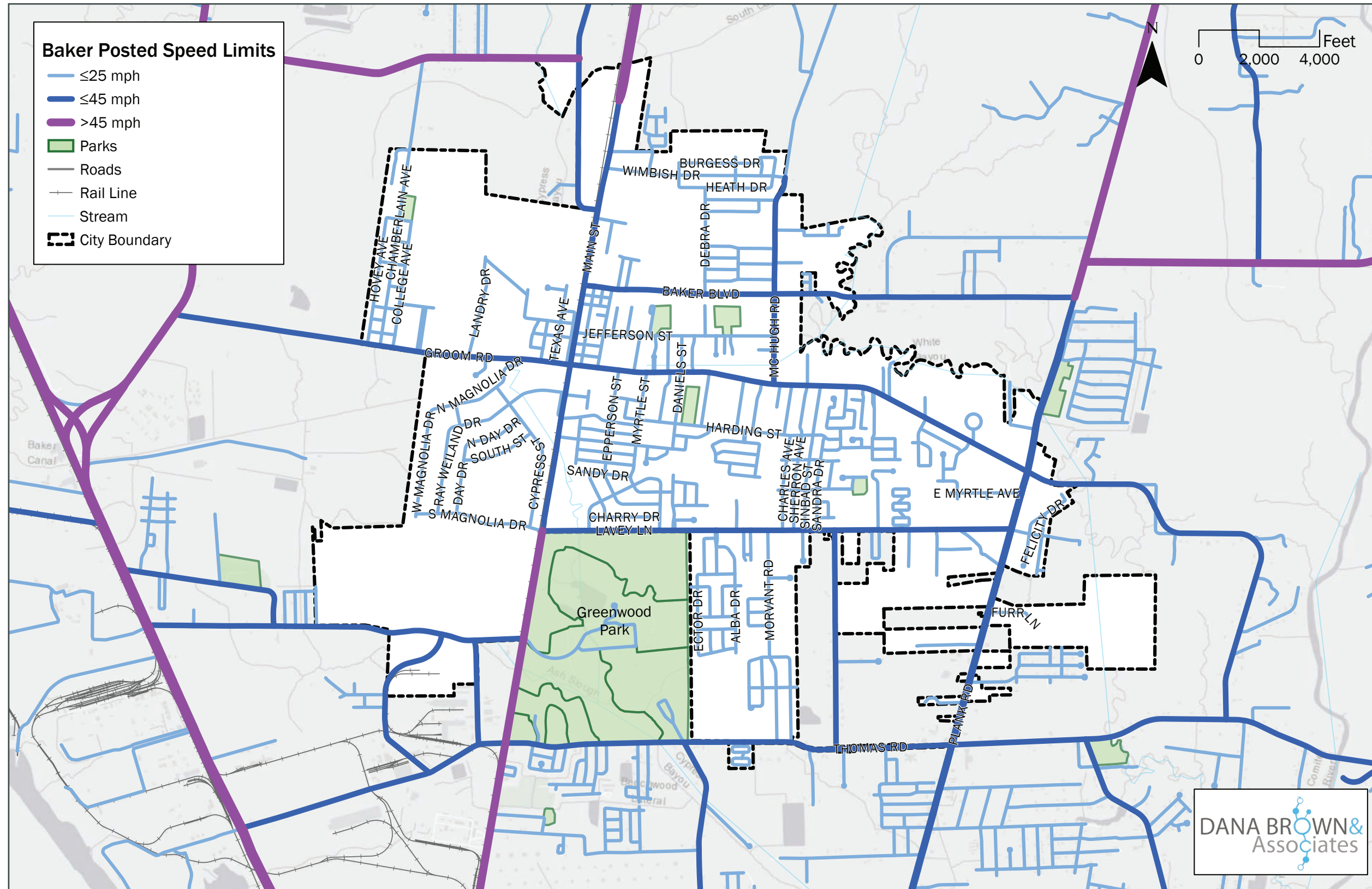




FIGURE 7: POSTED SPEED LIMITS





## Public Transit

Public transportation is provided to Baker by the Capital Area Transit System. Route 70, shown in Figure 7, runs every half hour from 6am-9pm departing from the CATS Terminal and ending at the Baker Walmart. This route serves the areas of Southern University, Scotlandville, and Baker. However, its service within Baker is very limited, running an out-and-back route mostly along Main Street and Groom Road.

## Obstacles

Baker is surrounded and divided by high-speed streets designed for vehicular use, creating conditions that are intimidating and can feel unsafe for bikers and walkers. The variance in speeds between walking, biking, and driving demands a difference in road design for streets to be simultaneously accessible by all users. A strong example exists at the intersection of Groom Road and LA 19. A walker or biker attempting to cross from west to east along Groom Road is first confronted with an active railroad track, followed by a busy highway intersection containing no pedestrian signals and only two of four intersection crosswalks.

## Sidewalks and Crosswalks

Sidewalk conditions vary throughout the city, many sidewalks contain cracks and vegetation overgrowth. The sidewalk system is noncontiguous within many neighborhoods; sidewalks switch to the other side of the roadway or suddenly stop altogether.

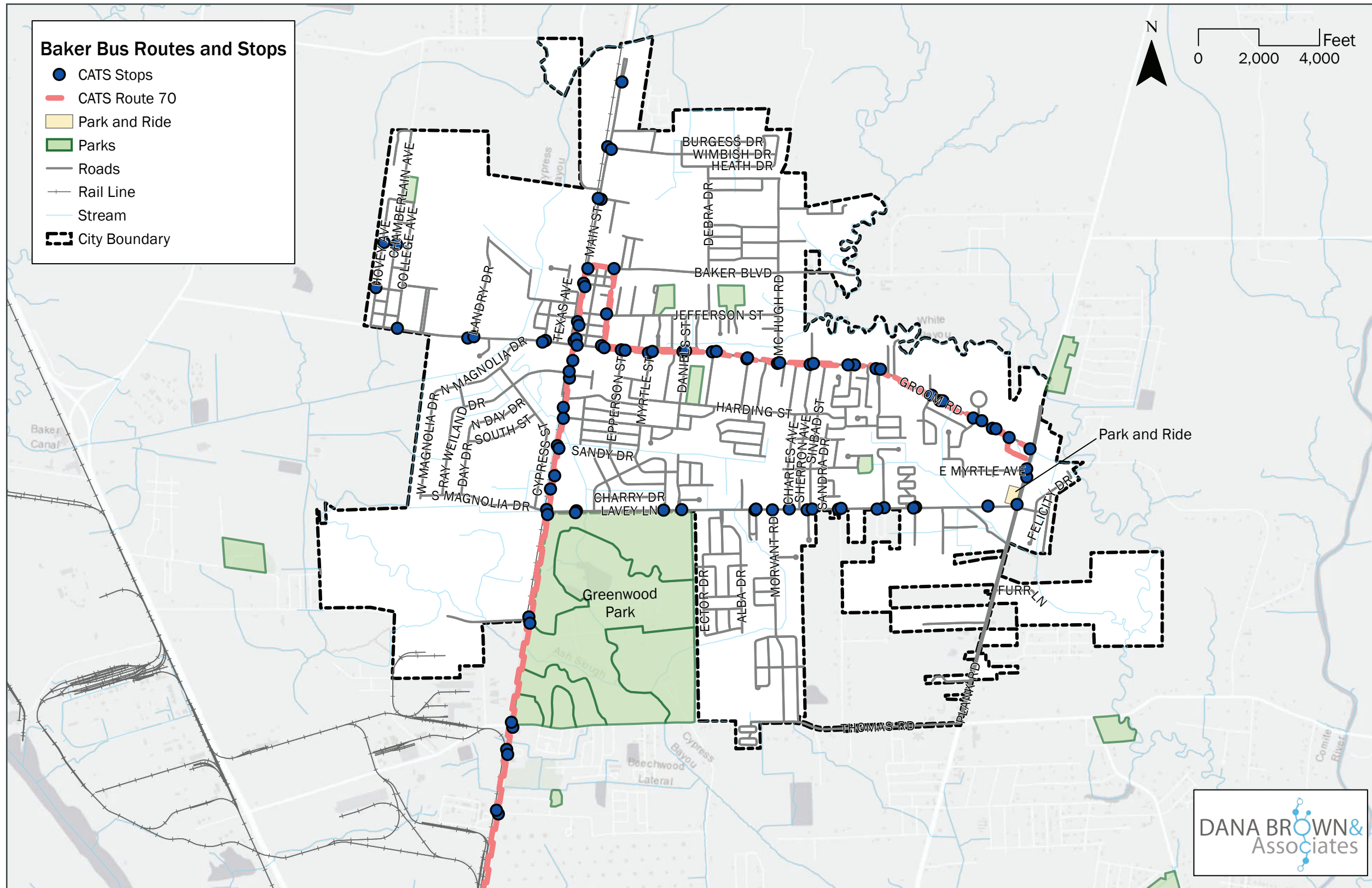
Examples of well-designed and well-maintained sidewalks exist in some Baker subdivisions. The Meadows of Chaleur subdivision and Parkwood Terrace subdivision, for example, have complete sidewalk networks and all roadways contain subsurface drainage; still, neither provide bicycle facilities or signage.

## Signage

Bicycle and pedestrian facility signage is minimal throughout the city. Some signs that do exist are in poor condition with worn paint and a lack of reflectivity. In other instances, signs provide vehicle drivers with awareness of pedestrians, but lack complementary facilities such as crosswalks or contiguous sidewalks. The images below capture some of these conditions and represent facilities that should be replaced or enhanced to create safer walking and biking routes.



FIGURE 8: BUS ROUTES AND STOPS



# Bicycle and Pedestrian Safety Analysis

## Crash Data

CRPC accessed and provided LaDOTD crash data on vehicle incidents that involved pedestrians and bicyclists between 2013-2017, shown in Table 10. During this five-year span, motor vehicles collided with 11 pedestrians and three bicyclists. Two of the crashes resulted in severe injuries to a pedestrian.

All but two crashes were located along roadways in dry conditions and four occurred at an intersection. Despite planned efforts to improve intersection safety, facility design cannot prevent vehicular, bicyclist, or pedestrian error. Each of the mentioned occurrences were the fault of the vehicle driver. The primary contributing factors for impacts include exceeding the stated speed limit, following too closely, or improper starting (not looking for oncoming traffic); and three incidents involved alcohol. Based on these crash scenarios, vehicle operator education of bicycle and pedestrian laws may be helpful to increase driver awareness and prevent additional motorized/non-motorized conflicts.

The impact locations and existing roadway networks were compared to identify routes and intersections that would benefit from improved bicycle and pedestrian facilities. Figure 8 shows the location of each crash. Most of the crashes occurred along or near roadways with relatively high traffic volumes and posted speeds. All crashes occurred in locations lacking existing bicycle and pedestrian facilities. As such, new or improved bicycle and pedestrian facilities, particularly improved crossings that increase the visibility of multimodal users and the vigilance of automobile drivers, may help reduce future bicycle and pedestrian crashes.

While improved safety by way of recommended projects, programs, and strategies will be a citywide consideration, corridors that include the locations of multiple crashes will be examined more closely for safety countermeasures:

- Baker Boulevard
- Groom Road
- Lavey Lane
- Plank Road

Although there have been relatively few accidents in Baker, any accident can have a profound impact on the lives of those involved. Therefore, Baker is seeking to improve walking and biking conditions and the safety of all residents, regardless of their mode of transportation.

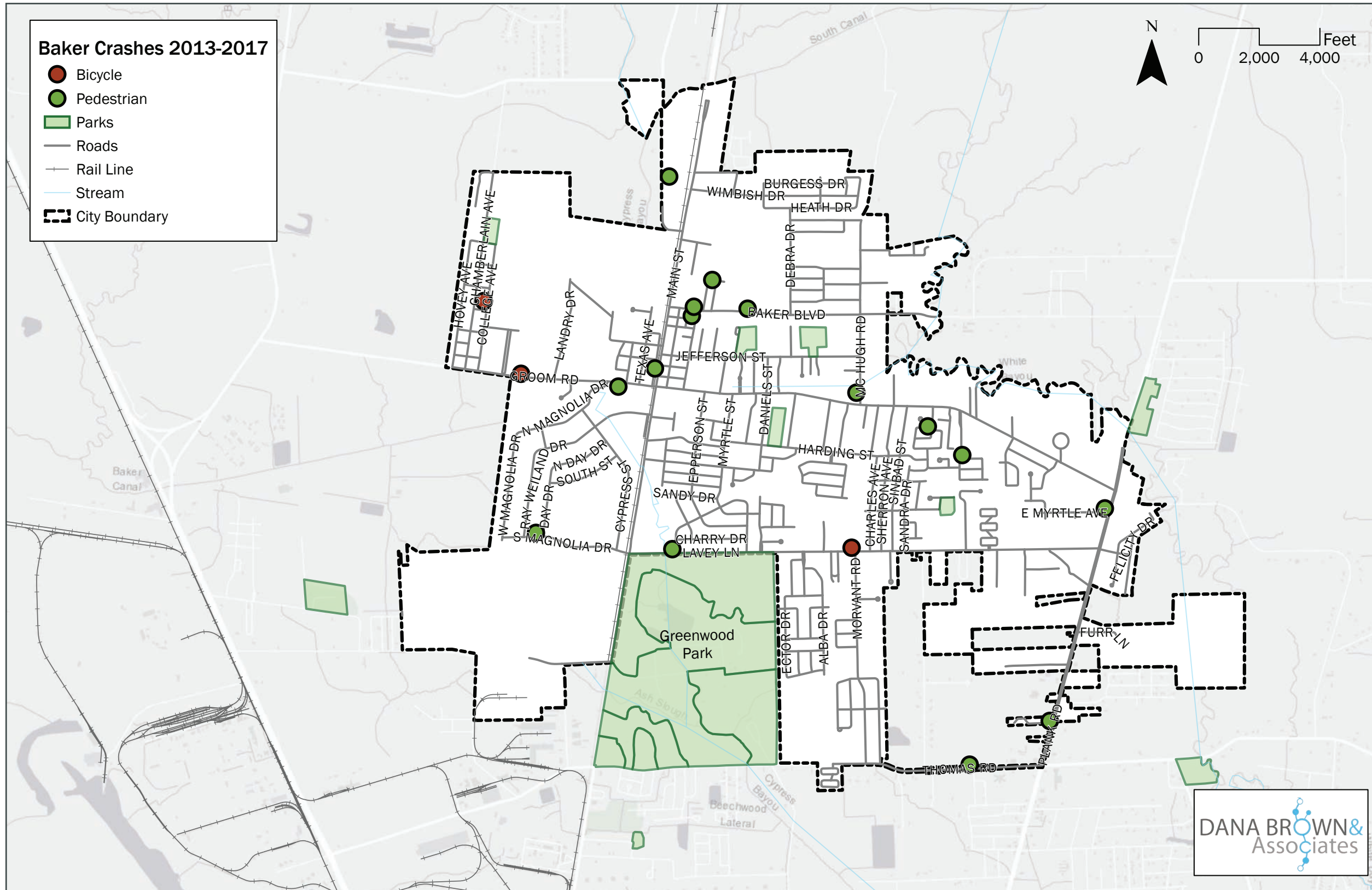
**TABLE 10. BICYCLE AND PEDESTRIAN CRASHES (2013-2017)**

Type	Severity	Road Relation	Primary Road	Intersecting Road	Road Condition	Collision Manner	Primary Contribution	Alcohol Involved
Pedestrian	Moderate	On Roadway	Polk	Alabama	Dry	Right Angle	Exceeding Stated Speed Limit	No
Pedestrian	Severe	On Roadway	Baker	Alabama	Dry	Non-Collision	Exceeding Stated Speed Limit	No
Pedestrian	Severe	On Roadway	S Magnolia	Main	Wet	Non-Collision	Following Too Closely	Yes
Bicycle	Complaint	On Roadway	College	Felton	Dry	Other	Improper Starting	No
Pedestrian	Property	On Roadway	Shilo	Kimberlin	Dry	Non-Collision	Improper Starting	No
Bicycle	Moderate	On Roadway	Lavey	Morvant	Wet	Left Turn	Improper Starting	No
Pedestrian	Complaint	On Roadway	McHugh	Groom	Dry	Side Swipe	Improper Passing	No
Pedestrian	Moderate	Other	68th	Private	Dry	Non-Collision	Following Too Closely	No
Bicycle	Moderate	On Roadway	Groom	Landry	Dry	Rear End	Exceeding Stated Speed Limit	Yes
Pedestrian	Moderate	On Roadway	Plank	E Myrtle	Dry	Non-Collision	Improper Starting	No
Pedestrian	Moderate	Shoulder	Lavey	Main	Dry	Side Swipe	Improper Starting	No
Pedestrian	Complaint	On Roadway	Azalea	N Azalea	Dry	Other	Following Too Closely	No
Pedestrian	Moderate	On Roadway	Main	Adams	Dry	Non-Collision	Improper Starting	No
Pedestrian	Moderate	On Roadway	Thomas	Troy	Dry	Head-On	Other Improper Turning	No

Source: LaDOTD



FIGURE 9: BICYCLE AND PEDESTRIAN CRASHES (2013-2017)



# NETWORK RECOMMENDATIONS

The proposed bicycle and pedestrian networks were developed in consideration of recommendations in the city’s recovery plan (*Baker United*), public feedback, and analysis of existing conditions and capital needs.

Emerging trends include:

- Plank Road (LA 67) and Main Street (LA 19) are heavily-trafficked and fast-moving streets that create east-west barriers to comfortable walking and biking;
- Groom Road, east of Main Street, is an established corridor with many destinations as well as access routes to residences;
- Parallel streets can provide alternative routes for slower bicycle and pedestrian traffic; and
- A pedestrian network exists, but is in need of maintenance, upgrades, and gap closures.

## Existing and Planned Nonmotorized Facilities

The only existing shared-use paths exist along Greenwood Park on Main Street between Lavey Lane and the park entranceway and around the open space between the municipal center and library.

Proposed facilities were developed by the National Park Service in 2017 recommended in its Master Parks and Recreation Plan. The “super block linkage” contains planned routes within the boundaries of Lavey Lane, Main Street, Groom Road, and Plank Road. This super block would be situated in close proximity to Baker parks, commercial districts, schools, and the community civic area. It includes a primary parklands linkage that recommends existing sidewalk improvements from Lavey Lane, along Buffwood Drive and Epperson Street to Groom Road.

The CRPC also plans additions of bicycle and pedestrian facilities for all state routes that run through Baker, noted in Table 11.

Table 12 and Figure 9 display state routes and their respective roadway level of service and facility demand for biking. Four of the seven routes are deemed to have a poor level of service, while the remaining three routes provide an average level of service. All routes are considered to have moderate biking demand.

**TABLE 11. PRIORITY PROJECTS**

Route Name	LA 19 (Main Street)	LA 67 (Plank Road)	LA 3006 (Lavey Lane)	LA 423 (Thomas Road)
Planned Facility	Separated Bike Lane	Separated Bike Lane	Paved Shoulder	Paved Shoulder
Road Type	Four-Lane Highway	Four-Lane Highway	Two-Lane Collector	Tow-Lane Collector
Lane Width (ft)	12	12	10	10
Speed Limit (mph)	45-50	45	45	45
Average Daily Traffic	20,000-29,500	13,000-33,500	7,000	7,500

**TABLE 12. BICYCLE LEVEL OF SERVICE AND DEMAND BY GRADE (2010-2017)**

Route Name	Route Limits	BLOS	Demand	Grade
Main Street (LA 19)	Lavey Lane to median division	Poor	Moderate	F
Lavey Lane (LA 3006)	Main Street to Plank Road	Poor	Moderate	F
Plank Road (LA 67)	Groom Road to Thomas Road	Poor	Moderate	F
Thomas Road (LA 423)	Plank Road to western boundary	Poor	Moderate	F
Main Street (LA 19)	Median division to northern boundary	Average	Moderate	C
Scotland Zachary Hwy (LA 19)	Lavey Lane to southern boundary	Average	Moderate	C
Plank Road (LA 67)	Groom Road to northern boundary	Average	Moderate	C

Source: LaDOTD

**FIGURE 10: EXISTING BICYCLE AND PEDESTRIAN DEMAND**

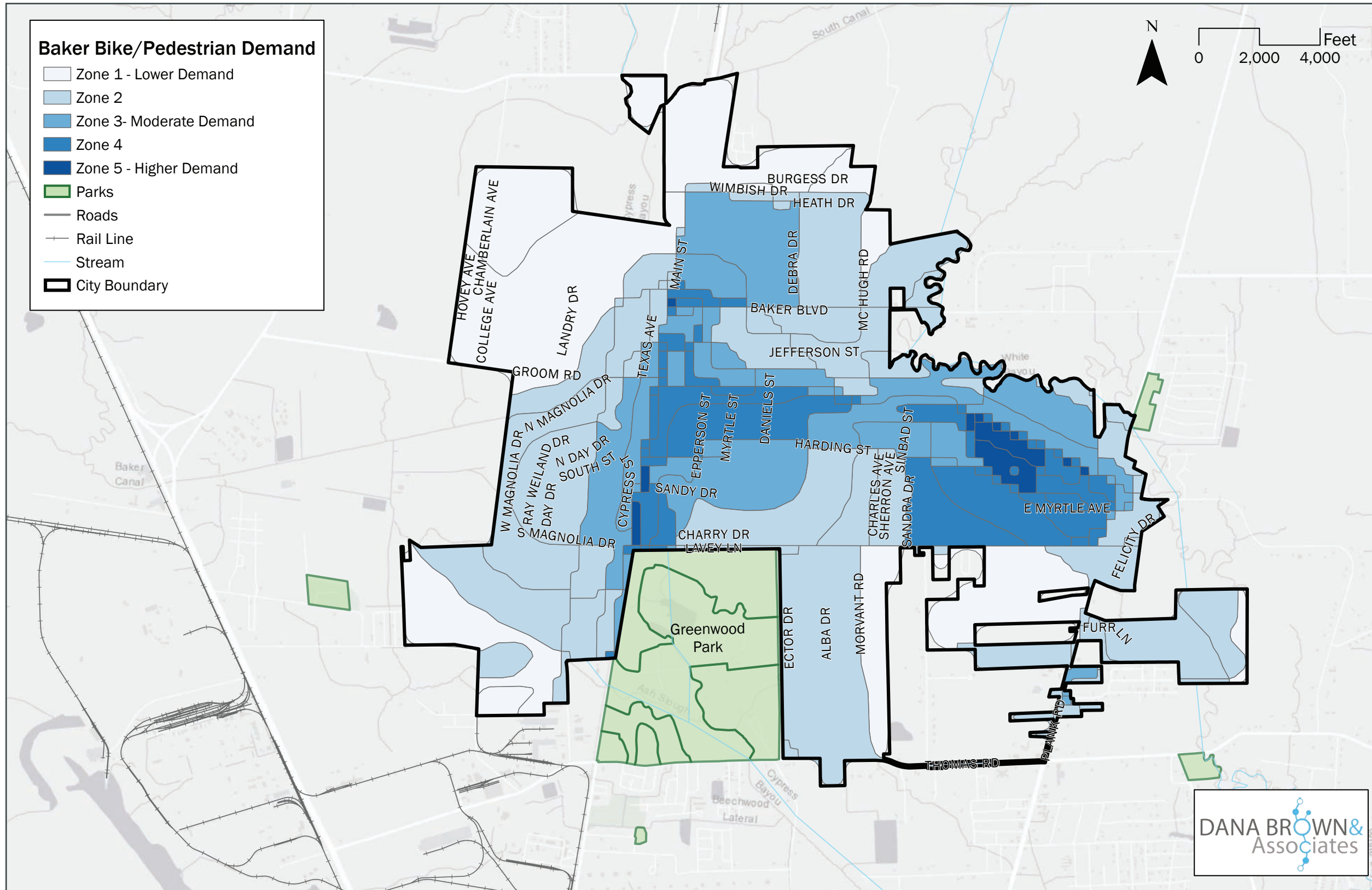
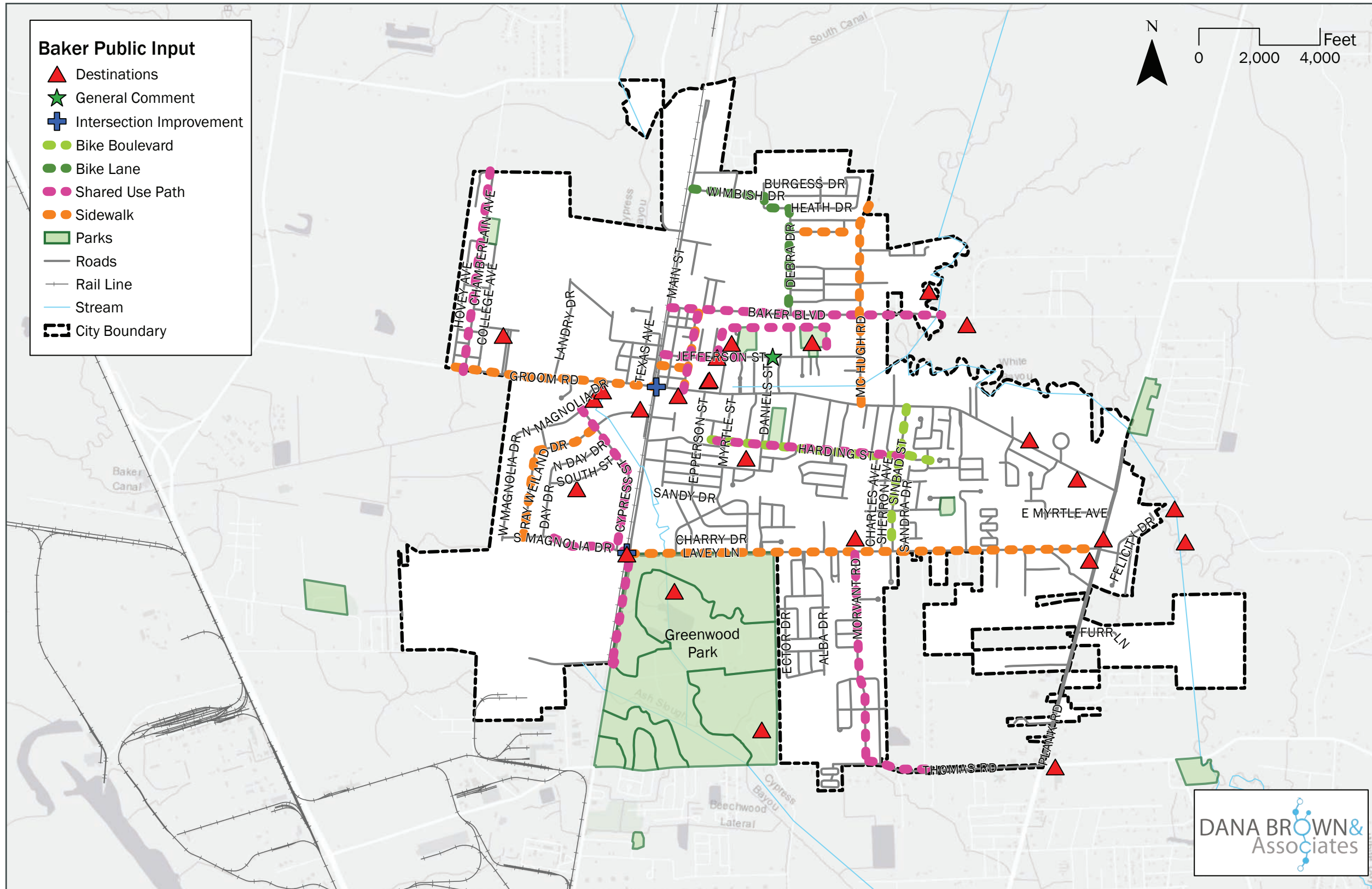




FIGURE 11: PUBLIC INPUT WIKIMAP



## Public Input

The project team presented opportunities for the public to provide their input on the need for improvements to existing facilities, desired additions or extensions of facilities, and general comments. Baker residents shared valuable personal knowledge based on their experiences and observations. Public feedback was retrieved during public workshops and through the project's WikiMap.

## WikiMap

Baker residents and the project's Steering Committee provided feedback through WikiMaps to identify facility needs, improvements, or considerations for the following points and routes:

- Destinations via biking or walking include schools, commercial districts, parks, the library, and the recreation center;
- Intersection improvements, particularly pedestrian signal crossings, along LA 19;
- Bicycle lanes and boulevards benefiting children who ride along Harding Street near Harding Park and Baker Heights Elementary School;
- Sidewalks are in high demand along Lavey Lane. Other sidewalk improvements are needed along McHugh Road and Groom Road, with additions on Adams Street and Alabama Street;
- Shared-use paths are in demand across the city. One resident requested a shared-use path from Magnolia Drive turning onto Main Street to connect the neighborhood to the site that contains Greenwood Park and Baton Rouge Zoo. Other residents envisioned a path that connects Jefferson Park and Baker Park, and a shared-use path along Chamberlain Avenue that would provide access to the City of Zachary without crossing the railroad tracks.

## Project Evaluation and Prioritization

### Bicycle Recommendations

Bicycle facilities are planned for several paths within Baker, allowing opportunities for commuters as well as recreational users to travel safely among vehicular traffic. The proposed routes consider crash history and landmark locations. The planned bicycle network (Figure 11) will provide users with access from most origins to near proximity of their destinations. Implementation of all proposed routes would allow nearly every Baker resident to live within one-quarter mile of a bicycle facility.

Extended routes, shown in grey, are recommended beyond the city limits to prepare for future development and planned annexation along Groom Road to the west, provide connections between noncontinuous city boundaries along Thomas Road, and create a safer route to nearby Zachary.

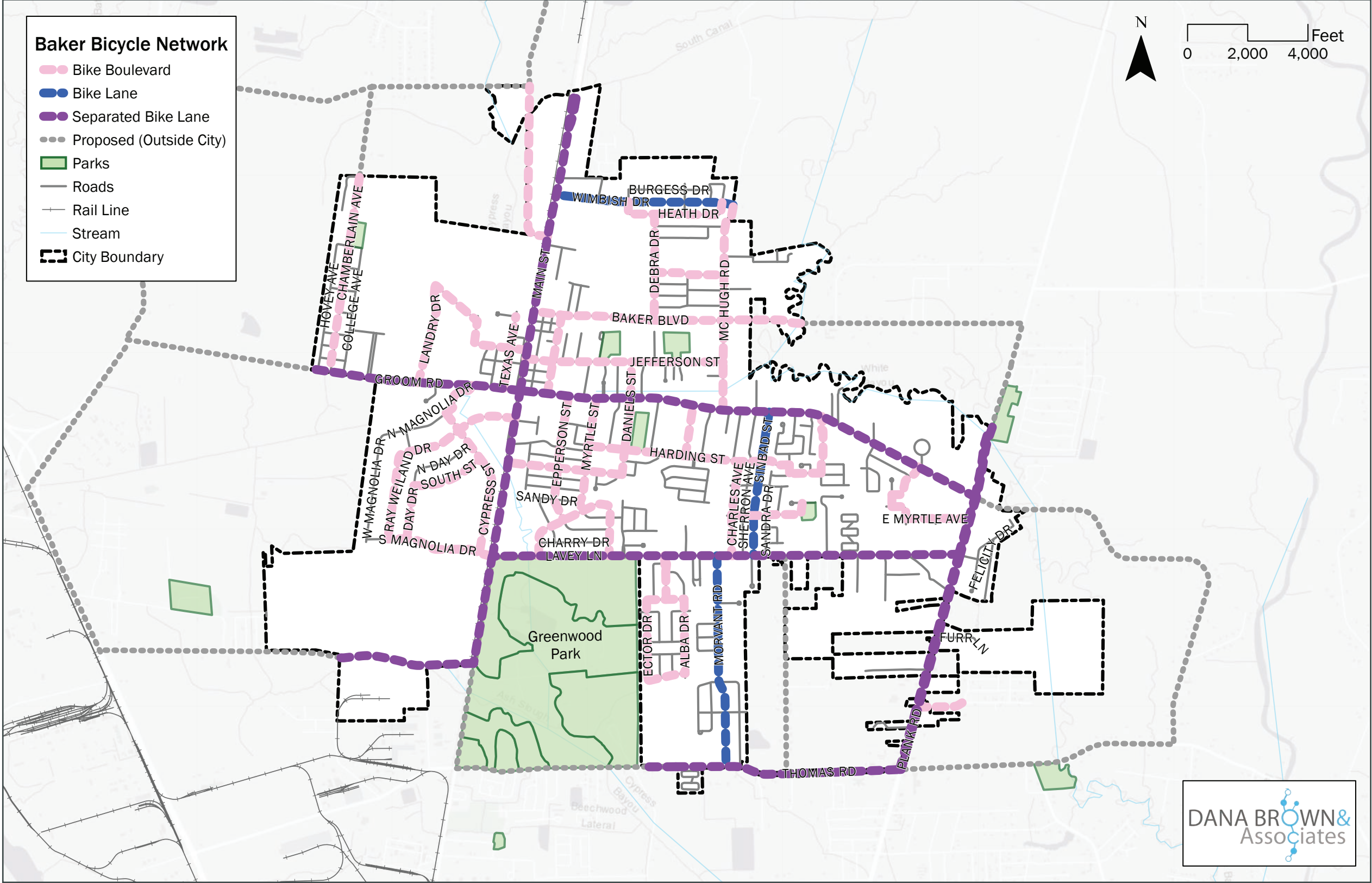
Table 13 defines the bicycle and pedestrian facility types that are used in Tables 14 and 15. Supplemental images in Figure 12 depict each facility type.

Table 14 includes all routes proposed for the bicycle network. The inner-city network would include 43 miles of bicycle routes for an estimated construction cost of \$6,618,180. Expansion beyond the city limits would total an additional 82 miles for \$4,339,103.

**TABLE 13. BICYCLE AND PEDESTRIAN FACILITY TYPES**

Facility Type	Abbreviation
Bicycle Boulevard	BB
Bicycle Lane	BL
Separated Bicycle Lane	SBL
Sidewalk	SW

FIGURE 12: PROPOSED BICYCLE NETWORK



DANA BROWN &  
Associates



**TABLE 14. RECOMMENDED BICYCLE FACILITIES**

Street	Segment	Length (LF)	Facility Type	Construction Cost
Alabama Street	Baker Boulevard to Groom Road	2,651	BB	\$119,295
Alba Drive	Algoa Avenue to Melban Street	2,470	BB	\$111,150
Algoa Drive	Ector Drive to Alba Drive	1,231	BB	\$55,395
Baker Boulevard	Main Street to Eastern Boundary	8,894	BB	\$400,230
Bodo Drive-Evans Drive	Wimbish Drive to Wimbish Drive	3,817	BB	\$171,765
Boxwood Drive-Wilson Street	Landry Drive to Main Street	4,340	BB	\$195,300
Brantley Drive	Lavey Lane to Algoa Drive	552	BB	\$24,840
Bufwood Drive	Cypress Street to Main Street	4,829	BB	\$217,305
Buffwood Drive	Lavey Lane to Lavey Lane	1,509	BB	\$67,905
Byfaul Avenue	Shilo Street to Chemin Drive	1,053	BB	\$47,385
Chamberlain Avenue	Hovey Avenue to Groom Road	6,543	BB	\$294,435
Charles Avenue	Harding Street to Lavey Lane	3,201	BB	\$144,045
Chemin Drive	Groom Road to Byfaul Avenue	2,440	BB	\$109,800
Clemont Street	Groom Road to Paola Street	1,456	BB	\$65,520
Coolidge Street	Main Street to Daniels Street	1,161	BB	\$52,245
Cypress Street	N Magnolia Drive to S Magnolia Drive	5,175	BB	\$232,875
Daniels Street	Jefferson Street to Groom Road	1,203	BB	\$54,135
Daniels Street	Groom Road to Coolidge Street	2,591	BB	\$116,595
Day Drive	South Street to S Magnolia Drive	1,783	BB	\$80,235
Debra Drive	Heath Drive to Baker Boulevard	3,528	BB	\$158,760
Ector Drive	Algoa Avenue to Melban Street	2,681	BB	\$120,645
E Myrtle Avenue	Molino Drive to Plank Road	2,088	BB	\$93,960
Epperson Street	Groom Road to Buffwood Drive	1,288	BB	\$57,960
Gibbens Payne Drive	Debra Drive to McHugh Road	2,344	BB	\$105,480
Groom Road	Western Boundary to Main Street	6,978	SBL	\$69,780
Groom Road	Main Street to Plank Road	15,900	SBL	\$159,000
Harding Street	Myrtle Street to Sinbad Street	5,808	BB	\$261,360
Husband Street	Groom Road to Harding Street	1,709	BB	\$76,905
Jefferson Street	Main Street to McHugh Road	6,568	BB	\$295,560
Landry Drive	Boxwood Drive to Groom Road	3,310	BB	\$148,950
Main Street	Groom Road to Lavey Lane	5,590	SBL	\$55,900
Main Street	Lavey Lane to New Rafe Mayer Road	3,817	SBL	\$38,170
Main Street	Northern Boundary to Groom Road	11,423	SBL	\$114,230
Melban Drive	Ector Drive to Alba Drive	1,233	BB	\$55,485
McHugh Road	Wimbish Drive to Baker Boulevard	3,964	BB	\$178,380
McHugh Road	Baker Boulevard to Groom Road	2,989	BB	\$134,505
Molino Drive	Paola Street to E Myrtle Avenue	811	BB	\$36,495
Morvant Road/Middlewood Drive	Groom Road to Thomas Road	7,050	BL	\$35,250



**TABLE 14. RECOMMENDED BICYCLE FACILITIES, CONTD.**

Street	Segment	Length (LF)	Facility Type	Construction Cost
Myrtle Street/Crosley Drive	Charles Avenue to E Tigre Chenes Court	2,692	BB	\$121,140
Myrtle Street	Groom Road to Buffwood Drive	3,778	BB	\$170,010
N Magnolia Drive	Groom Road to Cypress Street	1,419	BB	\$63,855
New Rafe Mayer Road	Western Boundary to S Zachary Hwy	4,497	SBL	\$44,970
Paola Street	Clermont Street to Molino Drive	394	BB	\$17,730
Plank Road	Lavey Lane to Thomas Road	14,843	SBL	\$148,430
Plank Road	Northern Boundary to Groom Road	4,399	SBL	\$43,990
Plank Road	Groom Road to Lavey Lane	4,363	SBL	\$43,630
Harding Street	Sinbad Street to Shilo Street	973	BB	\$43,785
Ray Weiland Drive	Main Street to S Magnolia Drive	7,008	BB	\$315,360
Shilo Street	Harding Street to Byfaul Avenue	264	BB	\$11,880
Sinbad Street	Groom Road to Lavey Lane	4,810	BL	\$24,050
S Magnolia Drive	Cypress Street to Main Street	3,652	BB	\$164,340
South Street	Day Drive to Cypress Drive	2,455	BB	\$110,475
Stoneview Avenue	Plank Road to Wynell Drive	1,583	BB	\$71,235
Texas Avenue	Allen Street to Groom Road	2,429	BB	\$109,305
Thomas Road	Western Boundary to Plank Road	8,045	SBL	\$80,450
Twin Oaks Drive	Heck Young Road to Main Street	5,485	BB	\$246,825
Wimbish Drive	Main Street to McHugh Road	5,898	BL	\$29,490

## Pedestrian Recommendations

The proposed pedestrian routes primarily involve addressing gap closures in the existing pedestrian network. Many pedestrian paths in Baker are under-maintained, missing sections of paths, or do not connect to street corners or crosswalks. The planned shared-use paths and gap closures provide a more complete network that allows for uninterrupted access by users. Table 15 includes all routes proposed for the pedestrian network. The network includes 23 miles of path for an estimated cost of \$9,085,200.

**FIGURE 12: TYPICAL BICYCLE AND PEDESTRIAN FACILITIES**



Bicycle Boulevard



Bicycle Lane

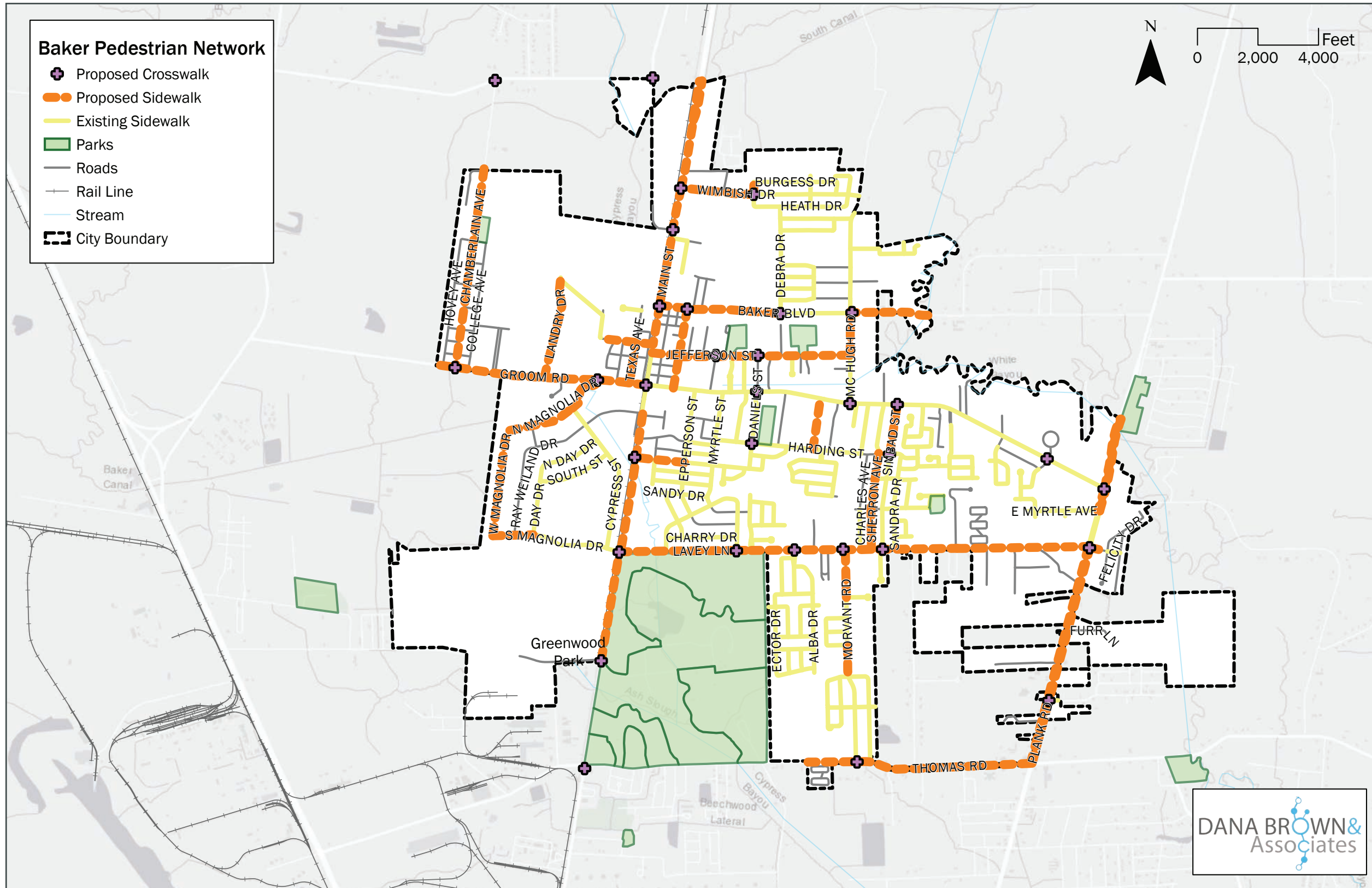


Separated Bicycle Lane



Sidewalk near Curb Extension and Crosswalk

FIGURE 13: PROPOSED PEDESTRIAN NETWORK





**TABLE 15. RECOMMENDED PEDESTRIAN FACILITIES**

Street	Segment	Length (LF)	Facility Type	Construction Cost
Alabama Street	Baker Boulevard to Groom Road	2,650	SW	\$198,750
Baker Boulevard	Main Street to Debra Drive	4,023	SW	\$301,725
Bentley Drive	McHugh Road to Eastern Boundary (White Bayou)	2,524	SW	\$189,300
Bodo Drive	Burgess Drive to Wimbish Drive	410	SW	\$30,750
Chamberlain Avenue	Northern Boundary to Groom Road	6,643	SW	\$498,225
Coolidge Street	Main Street to Epperson Drive	1,609	SW	\$120,675
Groom Road	Western Boundary to Main Street	7,016	SW	\$526,200
Husband Street	Groom Road to Harding Street	1,694	SW	\$127,050
Jefferson Street	Main Street to McHugh Road	9,213	SW	\$690,975
Landry Drive	Boxwood Drive to Groom Road	3,312	SW	\$248,400
Lavey Lane	Main Street to Plank Road	15,090	SW	\$1,131,750
Lavey Lane	Plank Road to Felicity Drive	592	SW	\$44,400
Main Street	Northern Boundary to Wimbish Drive	4,925	SW	\$369,375
Main Street	Wimbish Drive to Baker Boulevard	3,955	SW	\$296,625
Main Street	Baker Boulevard to Wilson Street	1,296	SW	\$97,200
Main Street	Ray Weiland Drive to Lavey Lane	4,615	SW	\$346,125
McHugh Road	Baker Boulevard/Bentley Drive to Jefferson Street	1,426	SW	\$106,950
Morvant Road	Lavey Lane to Sprucewood Court	1,581	SW	\$118,575
Morvant Road	S Morvant Place to Amerest Avenue	1,054	SW	\$79,050
N and W Magnolia Drive	Groom Road to S Magnolia Drive	7,245	SW	\$543,375
Plank Road NB	Lavey Lane to Thomas Road	7,406	SW	\$555,450
Plank Road SB	Lavey Lane to Thomas Road	7,384	SW	\$553,800
Plank Road	Northern Boundary to Groom Road	4,796	SW	\$359,700
Plank Road	Groom Road to E Myrtle Avenue	1,567	SW	\$117,525
S Magnolia Drive	W Magnolia Drive to Day Drive	1,338	SW	\$100,350
Sherron Avenue	Harding Street to Lavey Lane	3,188	SW	\$239,100
Sinbad Street	Groom Road to Harding Street	1,652	SW	\$123,900
Texas Avenue	Wilson Street to Groom Road	1,358	SW	\$101,850
Thomas Road	Western Boundary (near Oak Glen) to Plank Road	7,398	SW	\$554,850
Wilson Street	Cypress Wood Drive to Main Street	1,752	SW	\$131,400
Wimbish Drive	Main Street to Bodo Drive	2,424	SW	\$181,800



Pedestrian recommendations also include 32 proposed intersection improvements, shown in Table 16. Note: Costs are not included for intersection improvements due to the varying treatments that may be needed based on the condition, characteristics (eg. traffic volume, posted speed limit, and number of lanes), and location.

**Intersection Treatments**

Intersections should be shared spaces that make all users aware of one another. In an effort to do so, should integrate time and space design strategies. Pedestrian safety islands limit pedestrian exposure and are recommended when a crosswalk would cross three lanes of traffic. Crosswalks may be signalized or non-signalized based on specific need. When schools, hospitals, and other facilities are present, marked crosswalks may be beneficial regardless of ADT.

Visibility and sight distance are critical to the safety of pedestrians at crosswalks. Visibility can be increased by reducing traffic speeds and making the intersection more compact. Intersections can be daylighted by removing parking within 20-25’ of the intersection. Medians at intersections should have a nose to protect those waiting and slow turning vehicles.

Bicyclists and pedestrians can benefit through curb extensions that offer safer conditions including shorter distances to cross traffic lanes, reduced traffic speeds, and increased space for street trees and furniture, and stormwater management. Types of curb extensions include chokers, gateways, and bus bulbs. Chokers should be marked if ADT exceeds 2-3,000 vehicles. Striping or “slow zone” signage can be placed at the entrance to a gateway to increase awareness of the changing streetscape.

Curb extensions also integrate multimodal travel by providing the space for bike, pedestrian, and bus facilities in a single location. CATS can potentially improve its ridership and the neighborhoods in which it operates by designing for all potential users. (The current CATS route and stops are shown in Figure 7.) Bus bulbs in low service areas should be at least the length of one bus (approx. 30’), the width of a parking lane, and include a 45 degree return angle.

**TABLE 16. RECOMMENDED INTERSECTION IMPROVEMENTS**

North/South Street	East/West Street
Main Street	Groom Road
Main Street	Lavey Lane
Plank Road	Groom Road
Main Street	Baker Boulevard
Main Street	New Rafe Mayer Road
Morvant Road	Lavey Lane
Alabama Street	Baker Boulevard
Daniels Street	Harding Street
Main Street	Coolidge Street
N Magnolia Drive	Groom Road
Nichols Street	Jefferson Street
Sinbad Street	Lavey Lane
Daniels Street	Groom Road
Daniels Street	Jefferson Street
Debra Drive	Baker Boulevard
Plank Road	Lavey Lane
Brantley Drive	Lavey Lane
Buffwood Drive	Lavey Lane
Clermont Drive	Groom Road
Main Street	Twin Oaks Drive
Plank Road	Stoneview Avenue
McHugh Road	Groom Road
McHugh Road	Baker Boulevard
Middlewood Drive	Thomas Road
Sinbad Street	Harding Street
Chamberlain Avenue	Groom Road
Sinbad Street	Groom Road
Bodo Drive	Wimbish Drive
Main Street	Wimbish Drive

## Lavey Lane

Lavey Lane is a state-owned street that is particularly difficult to walk and bike. The City should strongly consider the opportunity to obtain ownership of Lavey Lane through the Road Transfer Program. By doing so, LaDOTD would update the roadway condition prior to transfer, at which point it would become the City's responsibility to maintain. By owning Lavey, the City would have control over the speed, layout, and condition of the road. It is recommended that trucks be restricted from using the route. In accordance, the road should contain narrower vehicular travel lanes and provide shared-use lanes in the reclaimed roadway space on both sides to provide a safer experience for those who walk and bike this route.

## Capital Improvements Plan

The City should consider bicycle and pedestrian facilities when preparing capital improvement projects. Many times, these facilities can provide additional benefits for ongoing needs that are not directly related to biking or walking. One example being the installation of a path where existing open swale drainage may need attention or repair. Using this approach, funding sources can be pooled to create a maximum benefit.

## Funding

Municipalities have the option to develop a Capital Improvements Program (CIP). This program can dedicate a funding source that distributes money among capital needs, including bicycle and pedestrian facilities. Currently the following parks are included in the BREC 10-Year CIP Budget:

- Baker Park \$50,000
- Baker Playground \$60,000
- Baker Recreation Center \$50,000

In addition, a capital reserve fund can be created following the passing of an ordinance that states the intended purpose of the fund based on a need.

The City Council established a traffic safety fund (Sec. 24-368.) that continues to collect deposits from penalties, fines, and fees. Funds from this account are expended first on system costs followed by traffic or pedestrian

public safety programs, intersection safety improvements, driver education, police officers dedicated to traffic safety, or other public safety programs and policies jointly determined by the Mayor. Implementation of the plan will likely depend upon a variety of funding sources and strategies. Moreover, additional funding sources may become available as the network is being developed.

Collaborations and partnerships are also productive ways to generate funds for projects that benefit multiple stakeholders. Common stakeholders for bicycle and pedestrian facilities include state agencies, metropolitan planning organizations, local governments, advocacy groups, civic associations, non-profits, schools, residents, and businesses. For example, CATS can fund improvements for up to one-quarter mile around a bus stop.

Funding and implementation should be guided by stakeholders who attend regular meetings. Stakeholders should discuss the anticipation and mitigation of potential cost issues and schedule overruns. It is recommended that stakeholders prioritize the use and adaptation of existing facilities and remain aware of any competing transportation projects. The City and its stakeholders should seek out appropriate funding sources, some of which are provided in Table 17.

## Implementation Schedule

A prioritization framework was developed to provide a project implementation schedule. Shown in Table 18, the bicycle and pedestrian priority projects were identified using criteria based on demand and safety. Shown in Tables 19-21, each proposed project was ranked using this criteria. The order of actual implementation may vary depending on funding sources, partnerships, or other capital improvement projects; however, a preliminary set of short-, mid-, and long-term projects are provided as proposed schedules, listed in Tables 22 and 23 and shown in Figures 14 and 15. Crosswalks and intersection improvements should be scheduled for construction as neighboring facilities are implemented.

**TABLE 17. FUNDING SOURCES**

Funding Source	Level
Highway Safety Improvement Program (HSIP)	Federal
Land and Water Conservation Fund (LWCF)	Federal
Local Road Safety Program (LRSP)	Federal
Louisiana Highway Safety Commission (LGSC)	Federal
Section 130: Railway-Highway Crossings Program	Federal
Recreational Trails Program (RTP)	Federal
Safe Routes to Public Places Program (SRTPPP)	Federal
Section 402: State and Community Highway Safety Grants	Federal
Surface Transportation Program (STP)	Federal
TIGER	Federal
Transportation Alternatives Program (TAP)	Federal
Road Transfer Program	State
State Transportation Trust Fund (Non-Federal)	State
Capital Area Transit System	Local
Private Funding	Local
Property Tax	Local
Traffic Safety Fund	Local
People For Bikes Community Grant Program	Private
American Walks Community Change Grants	Private

**TABLE 18. BICYCLE AND PEDESTRIAN FACILITY CRITERIA**

<b>Safety</b>	<b>ADT</b> - Is the project adjacent to a high traffic volume roadway?	ADT is less than 1,000 vehicles or is unable to be determined.	0
		ADT is between 1,000 and 5,000 vehicles.	1
		ADT is between 5,000 and 10,000 vehicles.	2
		ADT is greater than 10,000 vehicles.	3
<b>Safety</b>	<b>Crash</b> - How many bicycle and pedestrian crashes have occurred (2013 - 2017) within the project alignment?	No crashes have occurred within the project alignment.	0
		1-2 crashes have occurred within the project alignment.	1
		3-4 crashes have occurred within the project alignment.	2
		Greater than 4 crashes have occurred within the project alignment.	3
<b>Safety</b>	<b>Gap*</b> - Does the project fill an existing gap in the network or otherwise connect to an existing facility?	The project does not fill a network gap or connect to an existing facility.	0
		The project does fill a network gap or connects to an existing facility.	2
<b>Demand</b>	<b>Schools</b> - Does the project provide access to a school, college or other, educational facility?	Project is not located near an educational facility.	0
		Project is located within 1/2 mile to 1 mile of an educational facility.	1
		Project is located within 1/4 mile to 1/2 mile of an educational facility.	2
		Project is located less than 1/4 mile to an educational facility.	3
<b>Demand</b>	<b>Parks</b> - Does the project improve accessibility to parks or public beaches?	Project is not located near a park or public beach.	0
		Project is located within 1/4 mile to 1/2 mile of a park or public beach.	1
		Project is located within 1/10 mile to 1/4 mile of a park or public beach.	2
		Project is located less than 1/10 mile to a park or public beach.	3

**TABLE 19. BICYCLE FACILITY RANKINGS**

Street	Segment	Length (linear feet)	Facility Type	Unit Cost (per linear foot)	Estimated Construction Cost	ADT	Crash	Schools	Parks	Total Score
Groom Road	Main Street to Plank Road	15,900	SBL	\$10	\$159,000	3	1	3	3	10
Plank Road SB	Northern Boundary to Groom Road	1,997	SBL	\$10	\$19,970	3	1	3	3	10
Plank Road NB	Northern Boundary to Groom Road	2,402	SBL	\$10	\$24,020	3	1	3	3	10
Jefferson Street	Main Street to McHugh Road	6,568	BB	\$45	\$295,560	2	1	3	3	9
Main Street	Groom Road to Lavey Lane	5,590	SBL	\$10	\$55,900	3	0	3	3	9
Main Street	Northern Boundary to Groom Road	11,423	SBL	\$10	\$114,230	3	1	3	1	8
Plank Road SB	Groom Road to Lavey Lane	1,992	SBL	\$10	\$19,920	3	1	3	1	8
Plank Road NB	Groom Road to Lavey Lane	2,371	SBL	\$10	\$23,710	3	1	3	1	8
Baker Boulevard	Main Street to Eastern Boundary (White Bayou)	8,894	BB	\$45	\$400,230	1	1	2	3	7
Groom Road	Western Boundary to Main Street	6,978	SBL	\$10	\$69,780	2	1	3	1	7
Main Street	Lavey Lane to New Rafe Meyer Road	3,817	SBL	\$10	\$38,170	3	0	1	3	7
Harding Street	Sinbad Street to Shilo Street	973	BB	\$45	\$43,785	1	0	3	3	7
Thomas Road	Western Boundary to Plank Road	8,045	SBL	\$10	\$80,450	2	1	2	2	7
Alabama Street	Baker Boulevard to Groom Road	2,651	BB	\$45	\$119,295	0	1	3	2	6
Buffwood Drive	Lavey Lane to Lavey Lane	1,509	BB	\$45	\$67,905	0	1	2	3	6
Daniels Street	Groom Road to Coolidge Street	2,591	BB	\$45	\$116,595	0	0	3	3	6
Harding Street	Myrtle Street to Sinbad Street	5,808	BB	\$45	\$261,360	0	0	3	3	6
Morvant Road/Middlewood Drive	Groom Road to Thomas Road	7,050	BL	\$5	\$35,250	0	1	3	2	6
Plank Road NB	Lavey Lane to Thomas Road	7,437	SBL	\$10	\$74,370	3	1	2	0	6
Plank Road SB	Lavey Lane to Thomas Road	7,406	SBL	\$10	\$74,060	3	1	2	0	6
S Magnolia Drive	Cypress Street to Main Street	3,652	BB	\$45	\$164,340	0	1	2	3	6
Alba Drive	Algoa Avenue to Melban Street	2,470	BB	\$45	\$111,150	0	0	2	3	5
Brantley Drive	Lavey Lane to Algoa Drive	552	BB	\$45	\$24,840	0	0	2	3	5
Buffwood Drive	Cypress Street to Main Street	4,829	BB	\$45	\$217,305	0	0	2	3	5
Chamberlain Avenue	Hovey Avenue to Groom Road	6,543	BB	\$45	\$294,435	0	1	1	3	5
Chemin Drive	Groom Road to Byfaul Avenue	2,440	BB	\$45	\$109,800	0	1	2	2	5
Coolidge Street	Main Street to Daniels Street	1,161	BB	\$45	\$52,245	0	0	3	2	5
Cypress Street	N Magnolia Drive to S Magnolia Drive	5,175	BB	\$45	\$232,875	0	0	2	3	5
Daniels Street	Jefferson Street to Groom Road	1,203	BB	\$45	\$54,135	0	0	2	3	5
Day Drive	South Street to S Magnolia Drive	1,783	BB	\$45	\$80,235	0	1	3	1	5
Ector Drive	Algoa Avenue to Melban Street	2,681	BB	\$45	\$120,645	0	0	2	3	5
Epperson Street	Groom Road to Buffwood Drive	1,288	BB	\$45	\$57,960	0	0	3	2	5
Myrtle Street/Crosley Drive	Charles Avenue to E Tigre Chenes Court	2,692	BB	\$45	\$121,140	0	0	2	3	5
Myrtle Street	Groom Road to Buffwood Drive	3,778	BB	\$45	\$170,010	0	0	3	2	5
New Rafe Meyer Road	Western Boundary to Scotland Zachary Highway	4,497	SBL	\$10	\$44,970	1	0	1	3	5
Sinbad Street	Groom Road to Lavey Lane	4,810	BL	\$5	\$24,050	0	0	3	2	5
South Street	Day Drive to Cypress Drive	2,455	BB	\$45	\$110,475	0	1	3	1	5



**TABLE 19. BICYCLE FACILITY RANKINGS, CONTD.**

Street	Segment	Length (linear feet)	Facility Type	Unit Cost (per linear foot)	Estimated Construction Cost	ADT	Crash	Schools	Parks	Total Score
Algoa Drive	Ector Drive to Alba Drive	1,231	BB	\$45	\$55,395	0	0	1	3	4
Byfaul Avenue	Shilo Street to Chemin Drive	1,053	BB	\$45	\$47,385	0	0	2	2	4
Charles Avenue	Harding Street to Lavey Lane	3,201	BB	\$45	\$144,045	0	0	3	1	4
Clemont Street	Groom Road to Paola Street	1,456	BB	\$45	\$65,520	0	0	3	1	4
Debra Drive	Heath Drive to Baker Boulevard	3,528	BB	\$45	\$158,760	0	0	1	3	4
E Myrtle Avenue	Molino Drive to Plank Road	2,088	BB	\$45	\$93,960	0	0	3	1	4
Husband Street	Groom Road to Harding Street	1,709	BB	\$45	\$76,905	0	0	2	2	4
Landry Drive	Boxwood Drive to Groom Road	3,310	BB	\$45	\$148,950	0	0	3	1	4
Melban Drive	Ector Drive to Alba Drive	1,233	BB	\$45	\$55,485	0	0	1	3	4
McHugh Road	Baker Boulevard to Groom Road	2,989	BB	\$45	\$134,505	0	1	1	2	4
Shilo Street	Harding Street to Byfaul Avenue	264	BB	\$45	\$11,880	0	0	2	2	4
Twin Oaks Drive	Heck Young Road to Main Street	5,485	BB	\$45	\$246,825	2	1	1	0	4
Boxwood Drive/Cypress Wood Drive/ Wilson Street	Landry Drive to Main Street	4,340	BB	\$45	\$195,300	0	0	2	1	3
McHugh Road	Wimbish Drive to Baker Boulevard	3,964	BB	\$45	\$178,380	0	0	1	2	3
Molino Drive	Paola Street to E Myrtle Avenue	811	BB	\$45	\$36,495	0	0	2	1	3
Paola Street	Clermont Street to Molino Drive	394	BB	\$45	\$17,730	0	0	2	1	3
Ray Weiland Drive	Main Street to S Magnolia Drive	7,008	BB	\$45	\$315,360	0	0	3	0	3
Texas Avenue	Allen Street to Groom Road	2,429	BB	\$45	\$109,305	0	0	2	1	3
Gibbens Payne Drive	Debra Drive to McHugh Road	2,344	BB	\$45	\$105,480	0	0	1	1	2
N Magnolia Drive	Groom Road to Cypress Street	1,419	BB	\$45	\$63,855	0	0	2	0	2
Bodo Drive/Heath Drive/Evans Drive	Wimbish Drive to Wimbish Drive	3,817	BB	\$45	\$171,765	0	0	1	0	1
Stoneview Avenue	Plank Road to Wynnell Drive	1,583	BB	\$45	\$71,235	0	0	1	0	1
Wimbish Drive	Main Street to McHugh Road	5,898	BL	\$5	\$29,490	0	0	1	0	1

**TABLE 20. PEDESTRIAN FACILITY RANKINGS**

Street	Segment	Length (linear feet)	Facility Type	Unit Cost (per linear foot)	Estimated Construction Cost	ADT	Crash	Gap	Schools	Parks	Total Score
Plank Road	Northern Boundary to Groom Road	4,796	Sidewalk	\$75	\$359,700	3	1	1	3	3	11
Jefferson Street	Main Street to McHugh Road	9,213	Sidewalk	\$75	\$690,975	2	1	1	3	3	10
Lavey Lane	Main Street to Plank Road	15,090	Sidewalk	\$75	\$1,131,750	2	1	1	3	3	10
Main Street	Ray Weiland Drive to Lavey Lane	4,615	Sidewalk	\$75	\$346,125	3	0	1	3	3	10
Main Street	Baker Boulevard to Wilson Street	1,296	Sidewalk	\$75	\$97,200	3	1	1	3	1	9
Groom Road	Western Boundary to Main Street	7,016	Sidewalk	\$75	\$526,200	2	1	1	3	1	8
Plank Road	Groom Road to E Myrtle Avenue	1,567	Sidewalk	\$75	\$117,525	3	0	1	3	1	8
Thomas Road	Western Boundary (near Oak Glen) to Plank Road	7,398	Sidewalk	\$75	\$554,850	2	1	1	2	2	8
Alabama Street	Baker Boulevard to Groom Road	2,650	Sidewalk	\$75	\$198,750	0	1	1	3	2	7
Bentley Drive	McHugh Road to Eastern Boundary (White Bayou)	2,524	Sidewalk	\$75	\$189,300	1	0	1	3	2	7
Plank Road NB	Lavey Lane to Thomas Road	7,406	Sidewalk	\$75	\$555,450	3	1	1	2	0	7
Plank Road SB	Lavey Lane to Thomas Road	7,384	Sidewalk	\$75	\$553,800	3	1	1	2	0	7
Baker Boulevard	Main Street to Debra Drive	4,023	Sidewalk	\$75	\$301,725	0	0	1	2	3	6
Chamberlain Avenue	Northern Boundary to Groom Road	6,643	Sidewalk	\$75	\$498,225	0	1	1	1	3	6
Coolidge Street	Main Street to Epperson Drive	1,609	Sidewalk	\$75	\$120,675	0	0	1	3	2	6
Main Street	Wimbish Drive to Baker Boulevard	3,955	Sidewalk	\$75	\$296,625	3	0	1	1	1	6
Morvant Road	Lavey Lane to Sprucewood Court	1,581	Sidewalk	\$75	\$118,575	1	0	1	3	1	6
Sinbad Street	Groom Road to Harding Street	1,652	Sidewalk	\$75	\$123,900	0	0	1	3	2	6
Husband Street	Groom Road to Harding Street	1,694	Sidewalk	\$75	\$127,050	0	0	1	2	2	5
Landry Drive	Boxwood Drive to Groom Road	3,312	Sidewalk	\$75	\$248,400	0	0	1	3	1	5
Lavey Lane	Plank Road to Felicity Drive	592	Sidewalk	\$75	\$44,400	2	1	1	1	0	5
McHugh Road	Baker Boulevard/Bentley Drive to Jefferson Street	1,426	Sidewalk	\$75	\$106,950	1	0	1	1	2	5
Sherron Avenue	Harding Street to Lavey Lane	3,188	Sidewalk	\$75	\$239,100	0	0	1	3	1	5
S Magnolia Drive	W Magnolia Drive to Day Drive	1,338	Sidewalk	\$75	\$100,350	0	1	1	2	0	4
Texas Avenue	Wilson Street to Groom Road	1,358	Sidewalk	\$75	\$101,850	0	0	1	2	1	4
Wilson Street	Cypress Wood Drive to Main Street	1,752	Sidewalk	\$75	\$131,400	0	0	1	2	1	4
Morvant Road	S Morvant Place to Amerest Avenue	1,054	Sidewalk	\$75	\$79,050	1	0	1	1	0	3
N and W Magnolia Drive	Groom Road to S Magnolia Drive	7,245	Sidewalk	\$75	\$543,375	0	0	1	2	0	3
Main Street	Northern Boundary to Wimbish Drive	4,925	Sidewalk	\$75	\$369,375	1	0	1	0	0	2
Wimbish Drive	Main Street to Bodo Drive	2,424	Sidewalk	\$75	\$181,800	0	0	1	1	0	2
Bodo Drive	Burgess Drive to Wimbish Drive	410	Sidewalk	\$75	\$30,750	0	0	1	0	0	1

**TABLE 21. INTERSECTION RANKINGS**

North/South Street	East/West Street	ADT	Crash	Schools	Parks	Total Score
Main Street	Groom Road	3	1	3	1	8
Main Street	Lavey Lane	3	0	2	3	8
Plank Road	Groom Road	3	1	3	1	8
Main Street	Baker Boulevard	3	1	2	1	7
Main Street	New Rafe Mayer Road	3	0	1	3	7
Morvant Road	Lavey Lane	2	1	3	1	7
Alabama Street	Baker Boulevard	1	1	2	2	6
Daniels Street	Harding Street	0	0	3	3	6
Main Street	Coolidge Street	3	0	2	1	6
N Magnolia Drive	Groom Road	1	1	2	2	6
Nichols Street	Jefferson Street	1	0	2	3	6
Sinbad Street	Lavey Lane	2	0	3	1	6
Daniels Street	Groom Road	0	0	2	3	5
Daniels Street	Jefferson Street	0	0	2	3	5
Debra Drive	Baker Boulevard	0	1	1	3	5
Plank Road	Lavey Lane	3	0	2	0	5
Brantley Drive	Lavey Lane	0	0	2	2	4
Buffwood Drive	Lavey Lane	0	0	1	3	4
Clermont Drive	Groom Road	2	0	1	1	4
Main Street	Twin Oaks Drive	3	0	1	0	4
Plank Road	Stoneview Avenue	3	0	1	0	4
McHugh Road	Groom Road	0	1	1	1	3
McHugh Road	Baker Boulevard	0	0	1	2	3
Middlewood Drive	Thomas Road	0	0	1	2	3
Sinbad Street	Harding Street	0	0	2	1	3
Chamberlain Avenue	Groom Road	1	0	1	0	2
Sinbad Street	Groom Road	0	0	1	1	2
Bodo Drive	Wimbish Drive	0	0	0	0	0
Main Street	Wimbish Drive	0	0	0	0	0

**TABLE 22. IMPLEMENTATION SCHEDULE: BICYCLE NETWORK****Short-Term (2020-2024)**

Street	Segment	Facility Type	Estimated Construction Cost
Groom Road	Main Street to Plank Road	SBL	\$159,000
Plank Road SB	Northern Boundary to Groom Road	SBL	\$19,970
Plank Road NB	Northern Boundary to Groom Road	SBL	\$24,020
Jefferson Street	Main Street to McHugh Road	BB	\$295,560
Main Street	Groom Road to Lavey Lane	SBL	\$55,900
Main Street	Northern Boundary to Groom Road	SBL	\$114,230
Plank Road SB	Groom Road to Lavey Lane	SBL	\$19,920
Plank Road NB	Groom Road to Lavey Lane	SBL	\$23,710
Baker Boulevard	Main Street to Eastern Boundary (White Bayou)	BB	\$400,230
Groom Road	Western Boundary to Main Street	SBL	\$69,780
<b>Total Short-Term Construction Cost</b>			<b>\$1,182,320</b>

**Mid-Term (2025-2034)**

Street	Segment	Facility Type	Estimated Construction Cost
Main Street	Lavey Lane to New Rafe Mayer Road	SBL	\$38,170
Harding Street	Sinbad Street to Shilo Street	BB	\$43,785
Thomas Road	Western Boundary to Plank Road	SBL	\$80,450
Alabama Street	Baker Boulevard to Groom Road	BB	\$119,295
Buffwood Drive	Lavey Lane to Lavey Lane	BB	\$67,905
Daniels Street	Groom Road to Coolidge Street	BB	\$116,595
Harding Street	Myrtle Street to Sinbad Street	BB	\$261,360
Morvant Road/ Middlewood Drive	Groom Road to Thomas Road	BL	\$35,250
Plank Road NB	Lavey Lane to Thomas Road	SBL	\$74,370
Plank Road SB	Lavey Lane to Thomas Road	SBL	\$74,060
<b>Total Mid-Term Construction Cost</b>			<b>\$911,240</b>



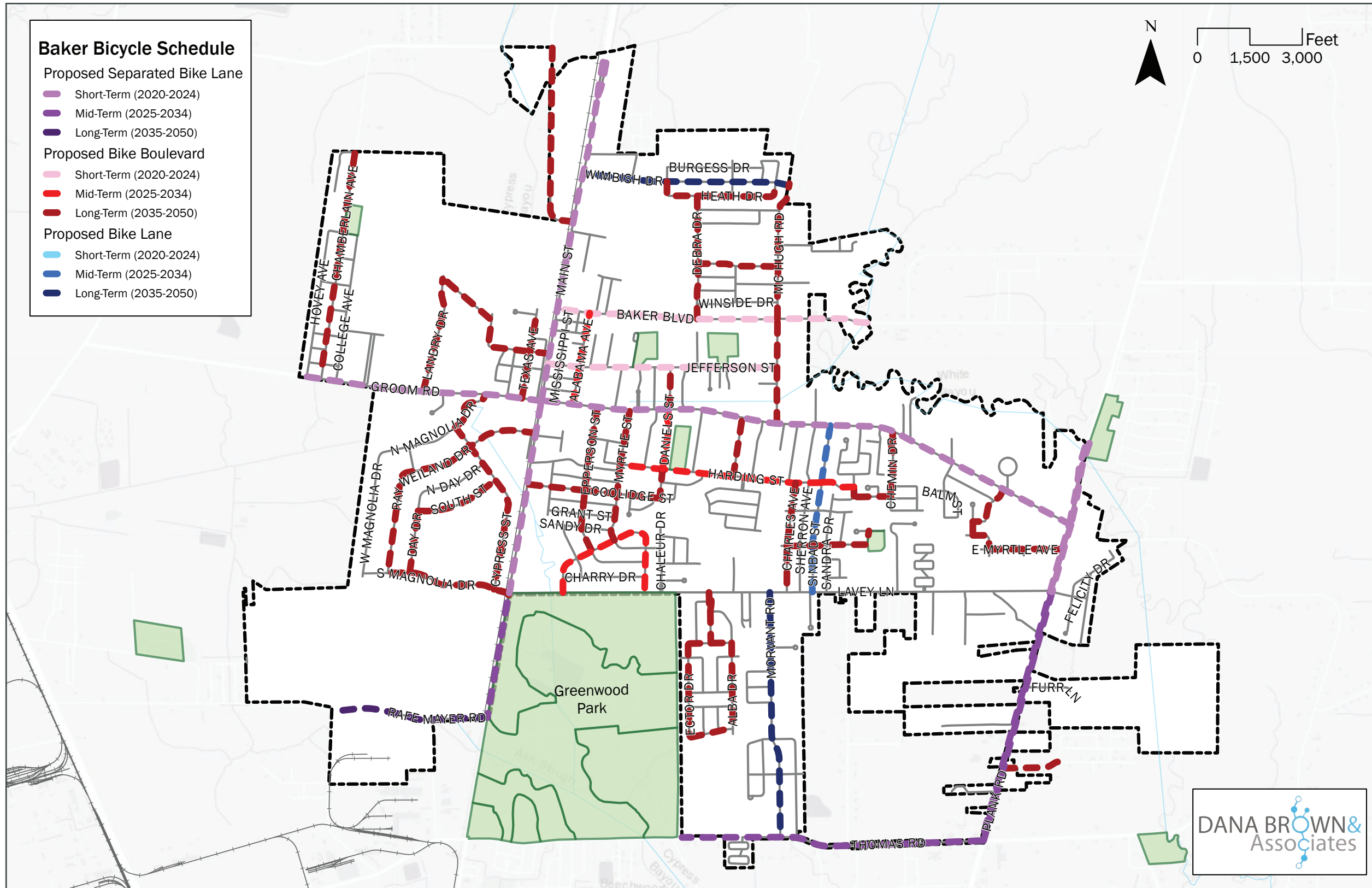
**TABLE 22. IMPLEMENTATION SCHEDULE: BICYCLE NETWORK (CONTD.)****Long-Term (2035-2050)**

Street	Segment	Facility Type	Estimated Construction Cost
S Magnolia Drive	Cypress Street to Main Street	BB	\$164,340
Alba Drive	Algoa Avenue to Melban Street	BB	\$111,150
Brantley Drive	Lavey Lane to Algoa Drive	BB	\$24,840
Bufwood Drive	Cypress Street to Main Street	BB	\$217,305
Chamberlain Avenue	Hovey Avenue to Groom Road	BB	\$294,435
Chemin Drive	Groom Road to Byfaul Avenue	BB	\$109,800
Coolidge Street	Main Street to Daniels Street	BB	\$52,245
Cypress Street	N Magnolia Drive to S Magnolia Drive	BB	\$232,875
Daniels Street	Jefferson Street to Groom Road	BB	\$54,135
Day Drive	South Street to S Magnolia Drive	BB	\$80,235
Ector Drive	Algoa Avenue to Melban Street	BB	\$120,645
Epperson Street	Groom Road to Buffwood Drive	BB	\$57,960
Myrtle Street/Crosley Drive	Charles Avenue to E Tigre Chenes Court	BB	\$121,140
Myrtle Street	Groom Road to Buffwood Drive	BB	\$170,010
New Rafe Mayer Road	Western Boundary to Scotland Zachary Highway	SBL	\$44,970
Sinbad Street	Groom Road to Lavey Lane	BL	\$24,050
South Street	Day Drive to Cypress Drive	BB	\$110,475
Algoa Drive	Ector Drive to Alba Drive	BB	\$55,395
Byfaul Avenue	Shilo Street to Chemin Drive	BB	\$47,385
Charles Avenue	Harding Street to Lavey Lane	BB	\$144,045
Clemont Street	Groom Road to Paola Street	BB	\$65,520
Debra Drive	Heath Drive to Baker Boulevard	BB	\$158,760
E Myrtle Avenue	Molino Drive to Plank Road	BB	\$93,960
Husband Street	Groom Road to Harding Street	BB	\$76,905
Landry Drive	Boxwood Drive to Groom Road	BB	\$148,950
Melban Drive	Ector Drive to Alba Drive	BB	\$55,485
McHugh Road	Baker Boulevard to Groom Road	BB	\$134,505
Shilo Street	Harding Street to Byfaul Avenue	BB	\$11,880
Twin Oaks Drive	Heck Young Road to Main Street	BB	\$246,825
Boxwood Drive/Cypress Wood Drive/Wilson Street	Landry Drive to Main Street	BB	\$195,300
McHugh Road	Wimbish Drive to Baker Boulevard	BB	\$178,380
Molino Drive	Paola Street to E Myrtle Avenue	BB	\$36,495

**Long-Term (2035-2050), contd.**

<b>Street</b>	<b>Segment</b>	<b>Facility Type</b>	<b>Estimated Construction Cost</b>
Paola Street	Clermont Street to Molino Drive	BB	\$17,730
Ray Weiland Drive	Main Street to S Magnolia Drive	BB	\$315,360
Texas Avenue	Allen Street to Groom Road	BB	\$109,305
Gibbens Payne Drive	Debra Drive to McHugh Road	BB	\$105,480
N Magnolia Drive	Groom Road to Cypress Street	BB	\$63,855
Bodo Drive/Heath Drive/ Evans Drive	Wimbish Drive to Wimbish Drive	BB	\$171,765
Stoneview Avenue	Plank Road to Wynnell Drive	BB	\$71,235
Wimbish Drive	Main Street to McHugh Road	BL	\$29,490
<b>Total Long-Term Construction Cost</b>			<b>\$4,524,620</b>

FIGURE 14: BICYCLE SCHEDULE



**TABLE 23. IMPLEMENTATION SCHEDULE: PEDESTRIAN NETWORK****Short-Term (2020-2024)**

Street	Segment	Facility Type	Estimated Construction Cost
Plank Road	Northern Boundary to Groom Road	SW	\$359,700
Jefferson Street	Main Street to McHugh Road	SW	\$690,975
Lavey Lane	Main Street to Plank Road	SW	\$1,131,750
Main Street	Ray Weiland Drive to Lavey Lane	SW	\$346,125
Main Street	Baker Boulevard to Wilson Street	SW	\$97,200
Groom Road	Western Boundary to Main Street	SW	\$526,200
Plank Road	Groom Road to E Myrtle Avenue	SW	\$117,525
Thomas Road	Western Boundary (near Oak Glen) to Plank Road	SW	\$554,850
Alabama Street	Baker Boulevard to Groom Road	SW	\$198,750
Bentley Drive	McHugh Road to Eastern Boundary	SW	\$189,300

**Total Short-Term Construction Cost      \$4,212,375**

**Mid-Term (2025-2034)**

Street	Segment	Facility Type	Estimated Construction Cost
Plank Road NB	Lavey Lane to Thomas Road	SW	\$555,450
Plank Road SB	Lavey Lane to Thomas Road	SW	\$553,800
Baker Boulevard	Main Street to Debra Drive	SW	\$301,725
Chamberlain Avenue	Northern Boundary to Groom Road	SW	\$498,225
Coolidge Street	Main Street to Epperson Drive	SW	\$120,675
Main Street	Wimbish Drive to Baker Boulevard	SW	\$296,625
Morvant Road	Lavey Lane to Sprucewood Court	SW	\$118,575
Sinbad Street	Groom Road to Harding Street	SW	\$123,900
Husband Street	Groom Road to Harding Street	SW	\$127,050
Landry Drive	Boxwood Drive to Groom Road	SW	\$248,400

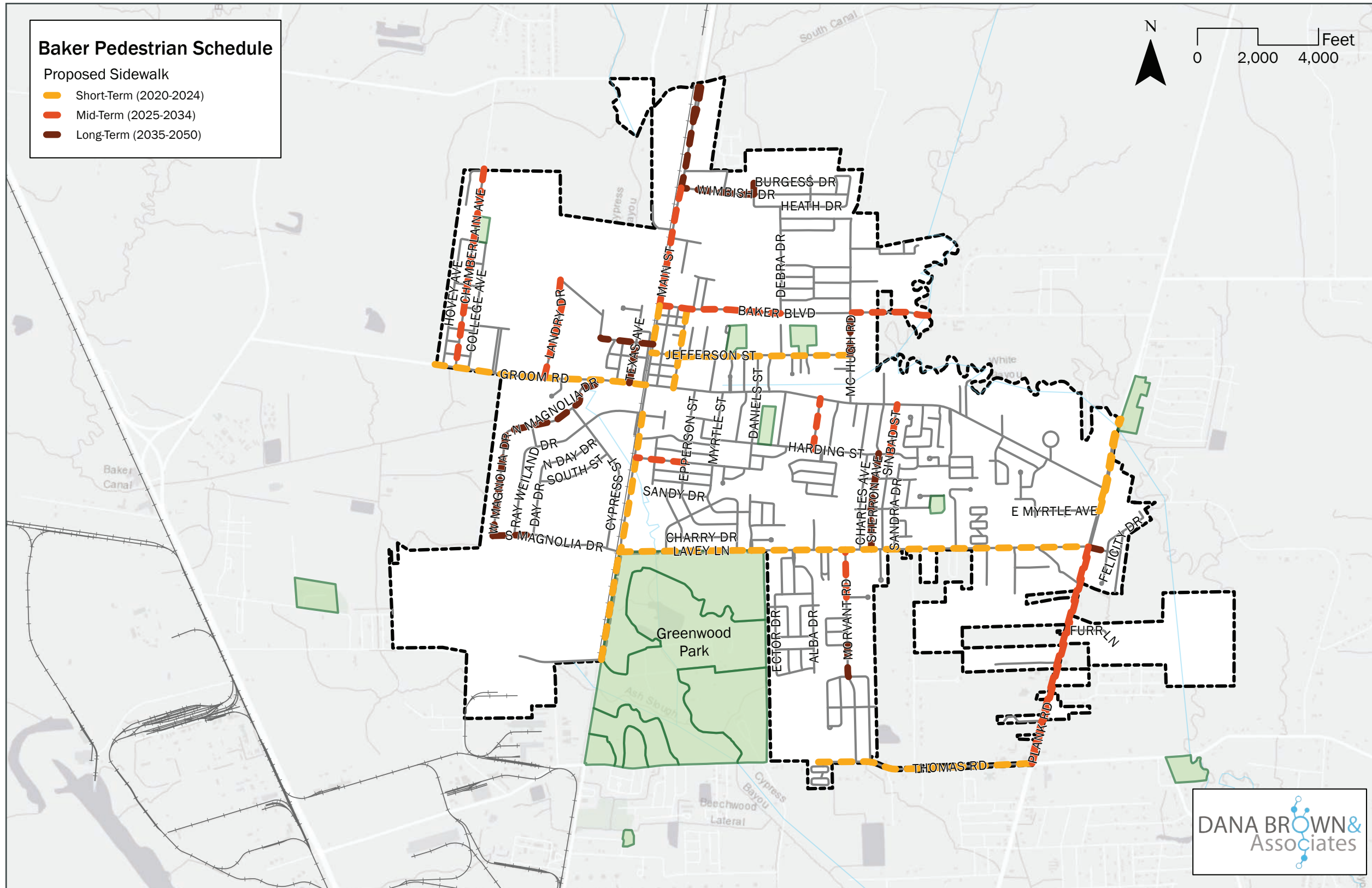
**Total Mid-Term Construction Cost      \$2,944,425**



**TABLE 23. IMPLEMENTATION SCHEDULE: PEDESTRIAN NETWORK (CONTD.)****Long-Term (2035-2050)**

Street	Segment	Facility Type	Estimated Construction Cost
Lavey Lane	Plank Road to Felicity Drive	SW	\$44,400
McHugh Road	Baker Boulevard/Bentley Drive to Jefferson Street	SW	\$106,950
Sherron Avenue	Harding Street to Lavey Lane	SW	\$239,100
S Magnolia Drive	W Magnolia Drive to Day Drive	SW	\$100,350
Texas Avenue	Wilson Street to Groom Road	SW	\$101,850
Wilson Street	Cypress Wood Drive to Main Street	SW	\$131,400
Morvant Road	S Morvant Place to Amerest Avenue	SW	\$79,050
N and W Magnolia Drive	Groom Road to S Magnolia Drive	SW	\$543,375
Main Street	Northern Boundary to Wimbish Drive	SW	\$369,375
Wimbish Drive	Main Street to Bodo Drive	SW	\$181,800
Bodo Drive	Burgess Drive to Wimbish Drive	SW	\$30,750
<b>Total Long-Term Construction Cost</b>			<b>\$1,928,400</b>

FIGURE 15: PEDESTRIAN SCHEDULE



# POLICY AND PROGRAM RECOMMENDATIONS

The statewide bicycle and pedestrian plan recommends that each Louisiana municipality prepare, adopt, and implement a comprehensive bicycle and pedestrian plan. In addition to fulfilling this goal for Baker, this plan also addresses the need for recovery and resilience following the 2016 flood event. As a result, this plan recommends various policies and programs to support infrastructure improvements that will ultimately encourage walking and biking in Baker.

Baker's planned multimodal network can benefit from the City's adoption of a Complete Streets ordinance and updates to its zoning ordinances to provide for safe travel of all roadway users.

This plan's recommendations are in alignment with the Complete Streets policy, including safe crossing opportunities, accessibility improvements, narrower travel lanes, and similar treatments. A Complete Streets ordinance will be most effective if it generates the following:

- Coordination among transportation, planning, programming, construction, and maintenance projects;
- Consistency among other departmental policies and standards; and
- Measurable outcomes and performance measures.

In addition to the adoption of a Complete Streets policy, zoning ordinances can enhance opportunities for bicyclists and pedestrians by doing the following:

- Require the inclusion of bicycle and pedestrian facilities during construction or redevelopment;
- Protect users by distancing high-volume high-traffic roads using buffers to separate vehicular and non-vehicular travelers;
- Adopt traffic-calming programs, policies, and standards; and
- Develop an access management plan or policy.

## Non-Infrastructure Improvements

### Safety

Safety is a major concern for those who walk and bike along vehicular traffic roadways. All states require bicyclists on the roadway to follow the same rules and responsibilities as motorists, however the differences in travel speed and intended use of streets make bicyclists and pedestrian disproportionately vulnerable. Yet, state law provides the same rights for bicyclists as drivers, and still bicycle and pedestrian facilities often are viewed only as desirable but unnecessary additions to roadways. Crashes involving these vulnerable road users are trending upwards. Therefore, an inherent sense of unease actively discourages walking and biking as preferred means of travel.

The National Center for Statistics and Analysis provided 2017 data related to crash conditions involving a motorist and bicyclist or pedestrian. The numbers provided are percentages based on national fatalities, yet they represent common conditions in many locales. Across Louisiana that year there were 22 bicyclist and 111 pedestrian fatalities, many of which could have been prevented by considering these conditions.

### Enforcement

Along with adoption of program and policy updates, the City should apply its legal power to ensure enforcement of the safe travel of all roadway users. For example, in an effort to reduce the prevalence of speeding motorists, a 2007 ordinance was passed to allow the use of photographic enforcement (Sec. 24-381). In addition to roadway speeds, consistent enforcement is needed to address illegal parking, excessive driveway widths, and sidewalk maintenance.

## Assessment and Monitoring

Many improvement opportunities exist to create safe and comfortable walking and biking options in Baker. Responsible parties should be selected to monitor the progress of plans and push them forward, establish benchmarks, and set definitive timelines. The following performance measures and critical success factors should be used to evaluate impacts of ongoing improvements.

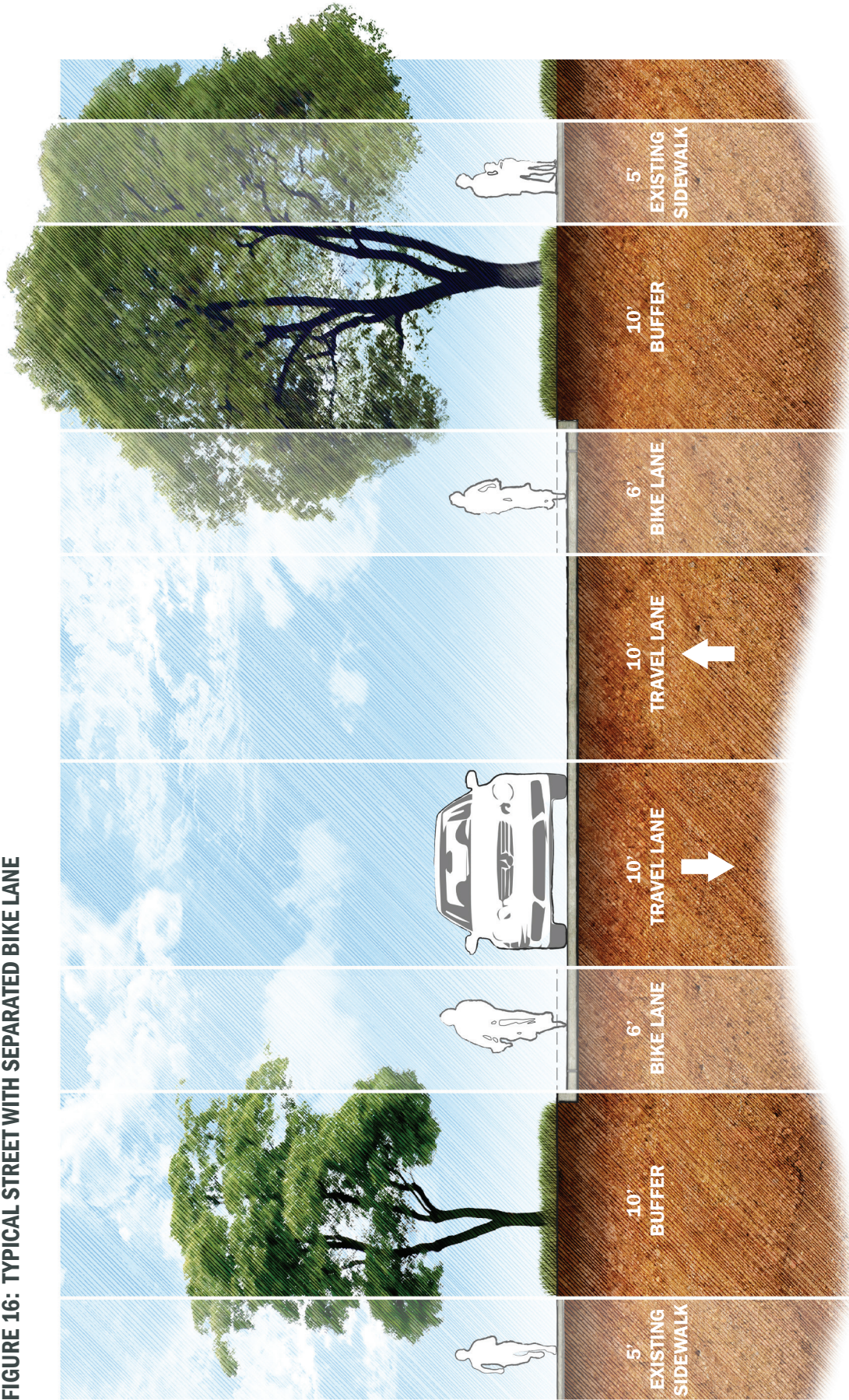
- Total miles of bicycle facilities by type and percent change from previous year;
- Percentages of households within one-half mile of a bicycle facility;
- Number of pedestrian gaps completed;
- Number of enhanced crosswalks completed; and
- Regular count of pedestrian and bicycle traffic.

Pilot projects allow planned designs to be observed more quickly while sustaining enthusiasm for the project's intended implementation. This time can also be used to assess effectiveness and allow for redesigns that enhance the original design, thus saving time and money on improvements in the future.

Beyond the numbers, community members may continue to be involved in the development of bicycle and pedestrian improvements by serving on advisory committees and organizing local walking and biking clubs. City staff should be trained to identify opportunities to integrate network improvements into other capital projects and initiatives.

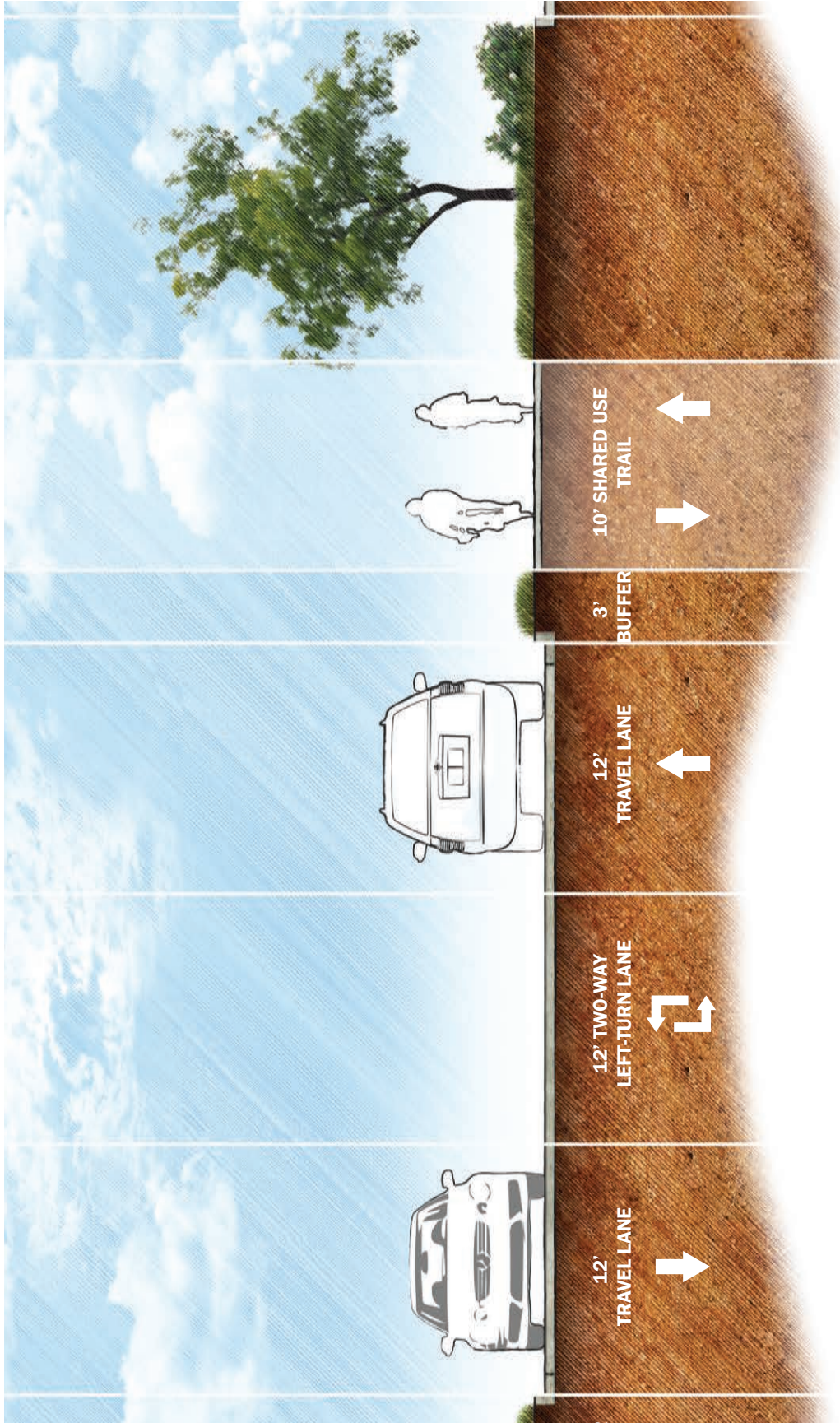


**FIGURE 16: TYPICAL STREET WITH SEPARATED BIKE LANE**



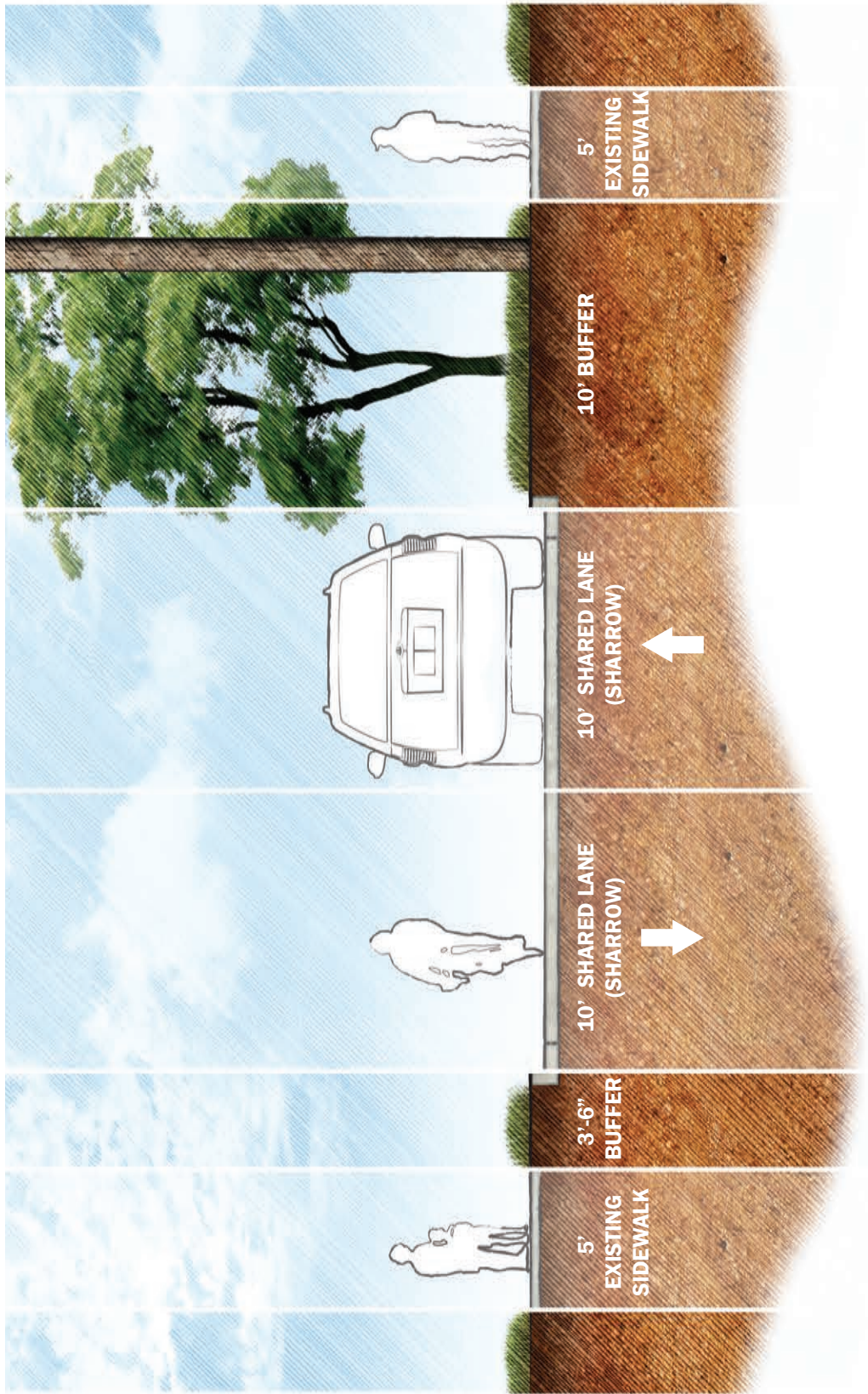


**FIGURE 17: TYPICAL STREET WITH SHARED-USE PATH**





**FIGURE 18: TYPICAL STREET WITH BICYCLE SHARROWS**



# APPENDIX

## CONTENTS

- **Ordinance 2015-8**
- **Draft Baker Complete Streets Ordinance**



# ORDINANCE 2015-8

Ordinance 2015-8 Page 1 of 2

## ORDINANCE 2015-8

**AN ORDINANCE TO AMEND AND RE-ENACT CHAPTER 24 (Traffic and Vehicles), ARTICLE IV (Operation of Vehicles) and TO AMEND and SUPPLEMENT and ADD TO SHARED ROADS, SEC. 24-148, SHARED ROADS a/k/a SHARROWS TO HEIGHTEN MOTORIST AWARENESS OF BICYCLE TRAFFIC ON CERTAIN ROADS OR STREETS IN THE CITY OF BAKER BY DESIGNATING THE SAME BY SHARED LANE MARKINGS, a/k/a SHARROWS**

**BE IT ORDAINED** by the Mayor and Council of the City of Baker, Parish of East Baton Rouge, State of Louisiana, in regular session assembled, a proper quorum being there and then present, on the 10<sup>th</sup> day of March, 2015, that:

### **SECTION 1:**

Chapter 24 (Traffic and Vehicles), Article IV (Operations of Vehicles) is amended and re-enacted so as to add Section 24-148, Shared Roads a/k/a Sharrows, to read as follows:

"Sec. 24-148. Shared Roads a/k/a Sharrows.

In order to create improved conditions for bicycling, by clarifying where cyclists are expected to ride and to remind motorists to expect cyclists on the roads and streets of the city in the absence of bicycle lanes due to inability to eliminate a travel lane or narrow the existing travel lanes and the prohibitive expense to widen roadways, the following streets, or portions thereof are hereby designated as shared lanes or sharrows:

- 1) Brantley Drive
- 2) Alba Drive
- 3) Ector Drive
- 4) Melban Drive
- 5) Morvant Road
- 6) Oak Bend Drive
- 7) Woodward Street
- 8) Longvue Drive

**BE IT ORDAINED** by the Mayor and Council of the City of Baker, Parish of East Baton Rouge, State of Louisiana, in regular session assembled, a proper quorum being there and then present, on the 10<sup>th</sup> day of March, 2015, that:

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- 1) Brantley Drive
- 2) Alba Drive
- 3) Ector Drive
- 4) Melban Drive
- 5) Morvant Road
- 6) Oak Bend Drive
- 7) Woodward Street
- 8) Longvue Drive
- 9) Harrison Street
- 10) Sinbad drive
- 11) Wimbish Drive
- 12) Greenwood Drive
- 13) Debra Street
- 14) Teakwood
- 15) Wedgewood
- 16) Middlewood
- 17) Driftwood
- 18) Morvant
- 19) Blairstown
- 20) Felicity
- 21) Sandra
- 22) Harding
- 23) Jefferson
- 24) Baker Boulevard

The City shall mark the shared roads with appropriate markings which shall include a bicycle symbol with arrows at the top every few hundred feet on the pavement and appropriate signage in yellow and black indicating that the designated streets are sharing lanes with bicycles."



# DRAFT COMPLETE STREETS ORDINANCE

**ORDINANCE NUMBER \_\_\_\_\_**

## **AN ORDINANCE TO ADOPT A “COMPLETE STREETS” POLICY IN BAKER**

WHEREAS, Baker policy as stated in the Baker Bicycle and Pedestrian Master Plan is to make city streets safe, comfortable and convenient for travel via walking, bicycling, motor vehicle and transit by adopting a Complete Streets policy; and

WHEREAS, increasing walking and bicycling offers the potential for greater accessibility and mobility, improved health, a more livable community, and a more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle lanes, shared-use paths and vehicle lanes; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation and communities in Louisiana; and

WHEREAS, Baker will implement a Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for people walking, bicycling, using transit, and driving in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, Baker recognizes the number of cost-effective improvements to existing roads that can increase access and safety, including crosswalks, bicycle lanes, signage, bulb-outs, on-street parking, street trees and changing the signalization of traffic lights; and

WHEREAS, Baker will implement policies and procedures with the construction or reconstruction of transportation facilities to support the creation of Complete Streets including capital improvements and re-channelization projects, recognizing that all streets are different and in each case user needs must be balanced;

**BE IT ORDAINED BY THE MAYOR AND THE CITY COUNCIL OF BAKER, LOUISIANA, AS FOLLOWS:**



## **Section 1.**

Baker will plan for, design and construct all new transportation improvement projects to provide appropriate accommodation for people of all abilities who walk, bicycle, use transit and/or drive, while promoting safe operation for all users, as provided for below.

## **Section 2. Definitions**

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

1) “Bicycle Way or Bikeway” means any course or way intended specifically for the preferential use of bicyclists. Examples include bicycle lanes and shared-use paths.

2) “Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks;

shared-use paths; bicycle lanes; automobile lanes; paved shoulders; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals; and public transportation stops and facilities.

3) “Pedestrian Way or Walkway” means any course or way intended specifically for the preferential use of pedestrians. Examples include sidewalks and shared-use paths.

4) “Shared-Use Path” means a multi-use pathway for all non-motorized users including pedestrians and bicyclists.

5) “Street” means any right of way, public or private, including arterials, collectors, local roads, and roadways by any other designation, as well as bridges, tunnels and any other portions of the transportation network.

6) “Transportation Improvement Project” means the construction, reconstruction, retrofit, or alteration of any street, and includes the planning, design, approval, and implementation processes, except that

“Transportation Improvement Project” does not include routine maintenance such as cleaning, sweeping, mowing, spot repair or pavement resurfacing.

7) “Users” mean individuals that use streets, including people walking, bicycling, using transit, and/or driving, and people of all ages and abilities, including children, teenagers, families, older adults and individuals with disabilities.

### Section 3. Requirements

The Baker will implement the Complete Streets principles as follows:

- 1) Every transportation improvement project shall incorporate Complete Streets infrastructure including both bicycle and pedestrian ways sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; unless one or more of these conditions exists and is documented:
  - a) People walking or bicycling are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate people walking or bicycling elsewhere within the right-of-way or within the same transportation corridor.
  - b) The cost of establishing bikeways or walkways would be excessively disproportionate to the total cost of the transportation project. “Excessively disproportionate” is defined as exceeding twenty percent of the total cost.
  - c) Severe existing topographic, natural resource or right-of-way constraints exist that preclude construction of bicycle or pedestrian ways without incurring excessive costs.
  - d) Bicycle ways will not be required on local streets where the speed limit is 25 mph or less.
  - f) Pedestrian ways will not be required along local streets with fewer than three (3) dwelling units per acre or along rural roadways outside of urbanized areas, unless the respective roadway has been identified for pedestrian ways in the [City Bicycle and Pedestrian Master Plan] or another adopted plan.
  - g) The City Council issues a documented exception concluding that application of Complete Streets principles to a location is inappropriate because it would be contrary to public benefit and safety.
- 2) Pedestrian improvements and bikeways that have been identified as priorities in the Baker Bicycle and Pedestrian Master Plan and any previous and subsequent planning documents shall be given particular consideration for implementation.
- 3) Bicycle ways shall be designed and constructed according to accepted design guidance, such as that included in the National Association of City Transportation Officials’ *Urban Bikeway Design Guide*, the Federal Highway Administration’s *Small Town and Rural Multimodal Networks* guide, the American Association of State Highway and Transportation Officials’ *Guide for the Development of Bicycle Facilities*, and the design guidelines included in the adopted [City Bicycle and Pedestrian Master Plan].
- 4) Sidewalks, shared-use paths, street crossings (including over and under passes), pedestrian signals, signs, street furniture, transit stops and other facilities, shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.
- 5) As feasible, the City shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, and construct and enhance the transportation network for each category of users.

6) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping or signalization operations on streets, such projects shall implement Complete Streets infrastructure where feasible.

7) The appropriate City departments shall review and develop proposed revisions to all appropriate zoning and subdivision codes, procedures, regulations, guidelines and design standards to integrate, accommodate and balance the needs of all users in all transportation improvement projects.

#### **Section 4. Statutory Construction and Severability**

1) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules or regulations. Nothing in this Ordinance authorizes any City agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.

2) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.

3) In undertaking the enforcement of this Ordinance, the Baker is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.

#### **Section 5.**

That this Ordinance take effect and be in force thirty (30) days from and after passage as provided by law.